FEDERAL AVIATION ADMINISTRATION
AIRWORTHINESS DIRECTIVES
LARGE AIRCRAFT

BIWEEKLY 2005-20

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LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2005-01

2004-22-25	COR	Boeing	767-200, -300, and -300F Series
2004-23-06	COR	Boeing	757-200, -200PF, -200CB, and 757-300 Series
2004-24-06		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2004-25-01		Gulfstream Aerospace LP	Gulfstream 100, Astra SPX, and 1125 Westwind Astra Series
2004-25-02		Airbus	A320-111, -211, -212, and -231 Series
2004-25-03	S 99-01-17	Airbus	A320-111, -211, -212, and -231 Series
2004-25-12	COR	EMBRAER	EMB-135 and -145 Series
2004-26-03	S 2001-23-02	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, RB211-535C-37, RB211-535E4-B-75, RB211-535E4-C, and RB211-22B-02 Turbofan
2004-26-04	S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-05	S 97-07-04	Rolls-Royce plc	Engine: RB211-524B-02, -524B2, -524B3, -524B4, -524C2, -524D4, RB211-524G, and -524H Series
2004-26-06		Boeing	767-300 and 767-300F Series
2004-26-07		Airbus	A318-111, -112, A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211, and -231 Series
2004-26-08		Bombardier, Inc.	CL-215-6B11 (CL215T Variant) and CL-215-6B11 (CL415 Variant) Series
2004-26-10	S 2004-05-22	Rolls-Royce Deutschland (RRD)	Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2004-26-12		EMBRAER	ERJ 170 Series
2005-01-01	S 2002-04-10	Airbus	A319 and A320-200 Series
2005-01-02		Lockheed	1329-23A, -23D, -23E, and 1329-25 Series
2005-01-03		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, 747SP and 747SR Series
2005-01-04	S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, C90B, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-01-05	S 2004-09-15	EMBRAER	EMB-135 and EMB-145 Series
2005-01-06		Airbus	A310-203, -204, -221, -222, -304, -322, -324, and -325 Series
2005-01-07		Boeing	747-100 and -200B Series
2005-01-08		Airbus	A310, A300 B4-600, B4-600R, F4-600R, and C4 605R Variant F (Collectively Called A300-600), Series
2005-01-09		Boeing	747-100, -200B, -200F, -200C, -100B, -300, -100B SUD, -400, -400D, -400F, and 747SR Series

Biweekly 2005-02

94-01-10 R2	R	Boeing	757-200 and -200PF Series
98-20-38 R1	R	Raytheon Aircraft Company	Beech 200 (A100-1 (U-21J)), Beech 200C, Beech 200CT, Beech 200T, Beech A200 (C-12A) or (C-12C), Beech A200C (UC-12B), Beech A200CT (C-12D), (FWC-12D), (RC-12D), (C-12F), (RC-12G), (RC-12H), (RC-12K), or (RC-12P), B200CT, and B200T
2005-01-12		Boeing	757-200, -200PF, and -200CB Series
2005-01-13		Boeing	767-300 Series
2005-01-15	S 2002-11-08	Rolls-Royce plc	Engine: RB211 Trent 875, 877, 884, 884B, 892, 892B, and 895 Series Turbofan
2005-01-16	S 2001-16-05	Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 Turbofan
2005-01-18	S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C-12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC-12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, 200T, B200C (C-12F), B200C (UC–12F), B200C (UC-12M), B200CT, 300, B300, B300C, and B300C
2005-01-19	S 2004-10-15	GARMIN International Inc.	Appliance: GTX 33, GTX 33D, GTX 330, and GTX 330D Mode S Transponders

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Biweekly 2005-03

2004-26-04	COR S 99-22-14	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Turbofan
2004-26-10	COR S 2004-05-22	Rolls-Royce Deutschland (RRD)	Engine: Tay 611-8, Tay 620-15, Tay 620-15/20, Tay 650-15, Tay 650-15/10, and Tay 651-54 Turbofan
2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65–90, 65–A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100–1 (RU–21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, and C99
2005-01-18	COR S 93-25-07	Raytheon Aircraft Company	A100–1 (U–21J), 200, B200, A200 (C–12A), A200 (C–12C), A200C (UC–12B), A200CT (C–12D), A200CT (FWC–12D), A200CT (RC–12D), A200CT (C–12F), A200CT (RC–12G), A200CT (RC–12H), A200CT (RC–12K), A200CT (RC–12P), A200CT (RC–12K), 200C, B200C, 200CT, B200CT, 200T, B200T, B200C (C–12F), B200C (UC–12F), B200C (UC–12M), 300, B300, and B300C
2005-02-02		Boeing	767-200, -300, and -300F Series
2005-02-03	S 99-27-01	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 Series Turbofan
2005-02-04		McDonnell Douglas	MD-10-10F, MD-10-30F, MD-11F, DC-10-10F, and DC-10-30F
2005-02-05	S 2003-12-15	Rolls-Royce plc	Engine: RB211-535E4-37, RB211-535E4-B-37, and RB211-535E4-B-75 Series Turbofan
2005-02-06		McDonnell Douglas	MD-11 and MD-11F
2005-02-07		EMBRAER	EMB-135BJ Series
2005-02-08		McDonnell Douglas	MD-11 and MD-11F
2005-02-09		Airbus	A319, A320, and A321 Series
2005-02-10		Boeing	757 Series
2005-03-01		Boeing	747 Series
2005-03-02		Boeing	737–300, –400, –500, 757–200, and –200CB Series
2005-03-03	S 2002-08-07	Boeing	767-200, -300, and -300F Series
2005-03-05	R 2003-04-10	McDonnell Douglas	MD-90-30

Biweekly 2005-04

2005-01-04	COR S 98-15-13	Raytheon Aircraft Company	65-90, 65-A90, B90, C90, C90A, E90, F90, H90, 100, A100, A100-1 (RU-21J), B100, 200, 200C, 200CT, 200T, A200, A200C, A200CT, B200, B200C, B200CT, B200T, 300, B300, B300C, 99, 99A, A99, A99A, B99, C99
2005-03-06	S 2003-05-04	Rolls-Royce Deutschland Ltd. & Co KG	Engine: Tay 611-8, 620-15, 650-15, and 651-54 Turbofan
2005-03-11	COR S 2004-05-10	Boeing	767-200 and -300 Series
2005-03-12	COR	Airbus	A340-200 and A340-300 Series
2005-03-13		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-03-14	COR S 2001-22-02	Airbus	A300 B2 and B4 Series
2005-03-15		BAE Systems (Operations) Ltd	BAe 146 and Avro 146-RJ Series
2005-03-16		Raytheon Aircraft Company	DH.125, HS.125, BH.125, BAe.125 Series 800A (C-29A and U-125) and 800B, Hawker 800 (including variant U-125A), and 800XP
2005-04-01		Boeing	707–E3A (Military), -100, -100B, -300, -300B (-320B Variant), -300C, 720, 720B, 737-100, -200, -200C, -300, -400, -500, 747-100, -100B, -100B SUD, -200B, -200C, -200F, -300, -400, -400D, -400F, 747SP, 747SR, 747-400, and -400F Series
2005-04-02		Dassault Aviation	Falcon 10 Series
2005-04-03		Boeing	747-400, -400D, and -400F Series
2005-04-04		SAAB Aircraft AB	SAAB SF340A and SAAB 340B Series
2005-04-05		Embraer	EMB-135 and -145 Series
2005-04-06		Gulfstream Aerospace Corp.	GV-SP Series
2005-04-07		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440), CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, & CL-604) Series
2005-04-51	E	Boeing	747-100B SUD, -200C, -200F, -300, and 747-200B Series

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Biweekly 2005-05

2004-22-07	COR	General Electric Company	Engine: (GE) CF6-80C2A1, -80C2A2, -80C2A3, -80C2A5, -80C2A5F, -80C2A8, -80C2B1, -80C2B1F, -80C2B2, -80C2B2F, -80C2B4, -80C2B4F, -80C2B5F, -80C2B6, -80C2B6F, -80C2B6FA, -80C2B7F, -80C2B8F, and -80C2D1F turbofan
2005-04-08		Hartzell Propeller Inc.	Propeller: HC-B3TN-5( )/T10282( )
2005-04-11		Airbus	A300 B2 and B4 series airplanes; A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4-605R Variant F airplanes (collectively called A300-600); and A310 series
2005-04-12		SAAB Aircraft AB	SAAB SF340A
2005-04-13		Short Brothers PLC	SD3-60 series
2005-04-14		Boeing	757-200, 757-200CB, and 757-200PF series
2005-04-15		Dassault Aviation	Falcon 2000EX and Falcon 900EX series
2005-04-51	E	Boeing	747-100B SUD, -200C, -200F, -300 series and Boeing Model 747-200B series
2005-05-01		Boeing	757-200, -200CB, and -200PF series airplanes; and 757-300 series
2005-05-02		McDonnell Douglas	MD-90-30
2005-05-03		BAE Systems	BAe 146 and Avro 146-RJ series
2005-05-04		Aerospatiale	ATR 42-200, -300, and -320 series

Biweekly 2005-06

2005-03-11	COR S 2004-05-10	Boeing	767-200 and -300 series
2005-03-12	COR	Airbus	A330 series airplanes; and Model A340-200 and A340-300 series
2005-05-05		Airbus	A300 B4–600, B4–600R, and F4–600R series airplanes; and C4–605R Variant F airplanes (collectively called A300–600). A310 series
2005-05-06	S 2003-15-09	Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan engines
2005-05-07		Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series airplanes; and Model 747SP and 747SR series
2005-05-08		Boeing	747-100B SUD, -300, -400, and -400D series
2005-05-09		EMBRAER	EMB-135 and -145 series
2005-05-10		BAE Systems Operations	BAe 146 series
2005-05-11		Fairchild Dornier GmbH	328-300 series
2005-05-12		BAE Systems Operations	Model 4101
2005-05-13	S 2002-10-07	Pratt & Whitney	Engine: JT9D-59A, -70A, -7Q, and -7Q3 turbofan
2005-05-15		Honeywell International Inc.	Engine: TFE731-2 and -2C series, and TFE731-3, -3A, -3AR, -3B, -3BR, and -3R series turbofan
2005-05-16		Airbus	A300 B4-622R and A300 F4-622R
2005-05-17		Boeing	737-300, -400, and -500 series
2005-05-18		Boeing	737-600, -700, -700C, -800, and -900 series
2005-05-19	COR S 2002-24-05	Boeing	727, 727C, 727-100, -100C, -200, and -200F series
2005-06-02		Boeing	757-200 series
2005-06-03		McDonnell Douglas	MD-90-30
2005-06-04	S 2004-05-12R1	Bombardier, Inc (Formerly Canadair)	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-06-05		McDonnell Douglas	DC-8
2005-06-06		Airbus	A319, A320, and A321 series

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Biweekly 2005-07

2005-06-07	S 99-18-19	General Electric	Engine: CF6-80A1/A3 and CF6-80C2A series turbofan
2005-06-08		Airbus	A330, A340-200, and A340-300 series
2005-06-09		Boeing	747-200B, 747-200C, 747-200F, 747-300, and 747SR series airplanes
2005-06-10		Boeing	767-200, -300, and -300F series
2005-06-11	S 2000-04-17	Boeing	747-100, -100B, -100B SUD, -200B, and -300 series airplanes; and Model 747SR and 747SP series
2005-06-12	S 2002-18-04	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-300, 747SP, and 747SR series
2005-06-14	COR S 99-17-12	BAE Systems Operations	BAe 146 and Avro 146-RJ series
2005-07-02		Boeing	777-200 and -300 series
2005-07-03		McDonnell Douglas	DC–9–11, DC–9–12, DC–9–13, DC–9–14, DC–9–15, and DC–9–15F, DC–9–21, DC–9–31, DC–9–32, DC–9–32, (VC–9C), DC–9–32F, DC–9–33F, DC–9–34, and DC–9–34F, DC–9–32F (C–9A, C–9B), DC–9–41, DC–9–51, DC–9–81 (MD–81), and DC–9–82 (MD–82)
2005-07-04		Airbus	A330, A340-200, and A340-300 series
2005-07-05		General Electric	Engine: CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan
2005-07-06	S 2003-26-05	General Electric	Engine: CF34-8C1 series and CF34-8C5 series turbofan
2005-07-07		Airbus	A310 Series Airplanes; and Model A300 B4-600, B4-600R, and F4-600R series airplanes, and Model C4 605R Variant F airplanes (collectively called A300-600)
2005-07-08		Boeing	757-200 and -200PF series
2005-07-10	S 2004-13-03	Rolls-Royce (1971) Limited, Bristol Engine Division	Engine: Viper Mk.601-22 turbojet

Biweekly 2005-08

83-08-01 R2	R, S 83-08-01 R1	Hartzell Propeller Inc.	Propeller: HC-B3TN-2, HC-B3TN-3, HC-B3TN-5, HC-B4TN-3, HC-B4TN-5, HC-B4MN-5, and HC-B5MP-3 turbopropellers
2005-06-14	COR S 99-17-12	BAE Systems Operations	BAe 146 and Avro 146-RJ series
2005-07-09	S 2004-04-04	General Electric Company	Engine: CF34-8E series turbofan
2005-07-12		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-07-13		Boeing	767-300 series and 767-400ER series
2005-07-14		Airbus	A318, A319, A320, and A321 series
2005-07-15		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 and 440)
2005-07-16		Boeing	767-400ER series and Model 777-200 and -300 series
2005-07-17		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-07-18		McDonnell Douglas	DC-9-15F and Model DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, DC-9-15F, DC-9-21, DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, DC-9-32F (C-9A, C-9B), DC-9-41, and DC-9-51
2005-07-19		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-07-20		Boeing	737-600, -700, -800, and -900 series
2005-07-21	S 98-09-17	Boeing	747-200F and -200C series
2005-07-22		EMBRAER	ERJ 170 series
2005-07-23		Dassault	Falcon 10 series
2005-07-24		Boeing	777-200 and -300 series
2005-07-25	S 2000-18-07	Airbus	A300 B2 and B4 series; A300 B4-600, A300 B4-600R, A300 C4-605R Variant F, and A300 F4-600R (collectively called A300-600) series, and A310 series
2005-07-26		Saab Aircraft AB	SAAB 2000 series
2005-07-27	S 2000-18-04	Aviointeriors S.p.A.	Appliance: 312 seats
2005-08-01	S 91-11-01 and 2005-04-51	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -200F, and -300 series; and 747SP and 747SR series
2005-08-02	S 2000-19-02	EMBRAER	EMB-135 and -145 series
2005-08-03		Cessna	680
2005-08-04		General Electric Company (GE)	Engine: CF6-45 and CF6-50 series turbofan

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Biweekly 2005-09

2005-05-17	COR	Boeing	737-300, -400, and -500 series
2005-08-05		BAE Systems (Operations) Limited	4101
2005-08-08	S 2001-25-01	McDonnell Douglas	DC-8-33, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8F-54, DC-8-55, DC-8F-55, DC-8-61, DC-8-61F, DC-8-62, DC-8-62F, DC-8-63, DC-8-63F, DC-8-71, DC-8-71F, DC-8-72, DC-8-72F, DC-8-73, and DC-8-73F
2005-08-09		Boeing	747-200B, -200C, -200F, and -400F series
2005-08-10		Boeing	737-600, -700, and -800 series
2005-08-11		Saab Aircraft AB	SAAB SF340A series and SAAB 340B series
2005-08-15	S 2001-17-24	Boeing	707-100 long body, -200, -100B long body, and -100B short body series; 707-300, -300B, -300C, and -400 series; and 720 and 720B series
2005-08-16		BAE Systems (Operations) Limited	Avro 146-RJ series
2005-09-01		Cessna Aircraft Company	750
2005-09-02	S 2004-25-23	Boeing	747 series
2005-09-03		Raytheon Aircraft Company	Hawker 800XP
2005-09-04	S 99-13-07	McDonnell Douglas	DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), DC-9-87 (MD-87), and MD-88

Biweekly 2005-10

2004-25-16 R1	R, 2004-25-16	Kelly Aerospace Power Systems	Appliance: Fuel Regulator Shutoff Valves
2005-06-07	C, S, 99-18-19	General Electric Company	Engine: CF6-80A1/A3 and CF6-80C2A Turbofan Series
2005-07-13	C	Boeing	767-300 and 400ER Series
2005-09-08	S, 2003-04-10 and 2005-03-05	McDonnell Douglas	MD-90-30
2005-10-01		Airbus	A310 Series
2005-10-02		Fairchild Dornier GMBH	328-300 Series
2005-10-03		Boeing	777-200 and 777-300 Series
2005-10-04		Airbus	A319, A320, and A321 Series
2005-10-05		CFM International	Engine: CFM56-5, 5B, and 5C Turbofan Series
2005-10-06		Fairchild Dornier GMBH	328-300 Series

Biweekly 2005-11

2005-09-02	COR, S 2004-25-23	Boeing	747 Series
2005-10-07		Fokker	F.28 Series
2005-10-08		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-10-09	S 98-20-11	Saab	SF340A and 340B Series
2005-10-10		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-10-11	S 2001-14-06	Boeing	737-300, -400, and -500 Series
2005-10-15		Airbus	A300 B4–600, B4–600R, and F4–600R series and C4–605R Variant F (collectively called A300–600 series airplanes) and A310 series
2005-10-16		General Electric Company	Engine: CF6-80E1 Series Turbofan
2005-10-17		Boeing	777-200 and -300 Series
2005-10-18	S 98-26-13	Boeing	747-100, -100B, -100B SUD, -200B, -200C, -300, -400, and -400D series and 747SR series
2005-10-19		Boeing	747-100, 747-100B, 747-200B, 747-300, 747SR, and 747SP series and 747-400 and 747-400D series
2005-10-20		Boeing	777-200 Series
2005-10-21	S 90-09-09	Boeing	747 Series
2005-10-22		Boeing	747-200C and 747-200F Series
2005-11-02	S 2001-09-13	Boeing	767-200, -300, and -300F series
2005-11-03		McDonnell Douglas	717-200
2005-11-04		Bombardier, Inc.	CL-600-1A11 (CL-600), CL-600-2A12 (CL-601), and CL-600-2B16 (CL-601-3A, CL-601-3R, and CL-604)

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Biweekly 2005-12

2005-03-14	COR, S 2001-22-02	Airbus	A300 B2 and B4 series
2005-07-05	COR	General Electric Company	Engine: (GE) CF6-45A, CF6-50A, CF6-50C, and CF6-50E series turbofan
2005-11-05		Precise Flight, Inc.	Appliance: SVS I and SVS IA standby vacuum systems (SVS)
2005-11-09		Boeing	727-200 series
2005-11-10		Bombardier, Inc.	DHC-8-102, -103, -106, -201, -202, -301, -311, and -315
2005-11-11		Bombardier, Inc.	DHC-8-400, -401 and -402 series
2005-11-12		Boeing	767-200, -300, and -300F series
2005-11-13		BAE Systems (Operations) Limited	BAe 146-100A, -200A, and -300A series
2005-11-14		Dassault Aviation	Mystere-Falcon 50, Falcon 2000 series and Mystere-Falcon 900 and Falcon 900EX series

Biweekly 2005-13

2005-11-14	COR	Dassault Aviation	Mystere-Falcon 50 and Falcon 2000 series
2005-12-04		Boeing	757-200, -200PF, and -200CB series
2005-12-05	S 2003-14-04	Transport Category Airplanes	See Ad for Manufacturers and Models
2005-12-06	S 96-12-07	Teledyne Continental Motors	Appliance: S-20, S-1200, D-2000, and D-3000 Series Magnetos
2005-12-07		Airbus	A319, A320, and A321 series
2005-12-10		Boeing	747–200F and –400, 767-400ER, 777 series
2005-12-11		Boeing	757-200 series
2005-12-14		Boeing	767-200, -300, and -400ER series
2005-12-15		Bombardier, Inc.	DHC-8-400 series
2005-12-16		Fokker Services B.V.	F.28 Mark 0100
2005-12-17		Bombardier, Inc.	DHC-8-400 series
2005-12-18		Boeing	757-200, -200PF, -200CB, and -300 series
2005-12-19		Airbus	A319, A320, and A321 series
2005-13-02		Bombardier, Inc.	CL–600–2C10 (Regional Jet Series 700 & 701), CL–600–2D24 (Regional Jet Series 900) series
2005-13-03		AvCraft Aerospace Gmbh	328-100 and -300 series
2005-13-04		AvCraft Aerospace Gmbh	328-100 and 328-300 series
2005-13-05		Boeing	747-400F series
2005-13-06		Bae Systems (Operations) Limited	BAe 146 and Avro 146-RJ
2005-13-07		Honeywell International Inc.	Engine: TFE731-2 and -3 series turbofan
2005-13-08		BAE Systems (Operations) Limited	Jetstream 4101
2005-13-11		General Electric Company	Engine: CT64-820-4 turboprop
2005-13-14		McDonnell Douglas	MD-90-30
2005-13-15		Boeing	737–200, –200C, –300, –400, –500, 737–600, –700, –700C, –800, and –900 series
2005-13-20		Boeing	747-400, -400D, -400F, 767-200, -300, -300F, 777-200 and -300 series
2005-13-21		Cessna Aircraft Company	650
2005-13-22	S 2005-08-02	Empresa Brasileira de Aeronautica S.A.	EMB-135BJ, -135ER, -135KE, -135KL, -135LR; and EMB-145, -145ER, -145MR, -145LR ,-145XR, -145MP, and -145EP
2005-13-24		AvCraft Aerospace GmbH	328-100

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2005-14

2005-12-05	COR, S 2003-14-04	Transport Category Airplanes	See Ad for Manufacturers and Models
2005-12-07	COR	Airbus	A319, A320, and A321 series
2005-13-18	S 98-20-17	McDonnell Douglas	DC-9-11, DC-9-12, DC-9-13, DC-9-14, DC-9-15, and DC-9-15F; DC-9-21; DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B); DC-9-41; DC-9-51; DC-9-81 (MD-81), DC-9-82 (MD-82), DC-9-83 (MD-83), and DC-9-87 (MD-87); and MD-88
2005-13-19		BAE Systems (Operations) Limited	BAe 146 and Avro 146-RJ series
2005-13-26		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203; A300 B4-2C, B4-103, and B4-203; A300 B4-601, B4-603, B4-620, and B4-622; A300 B4-605R and B4-622R; A300 F4-605R and F4-622R; A300 C4-605R Variant F; A310-203, -204, -221, and -222; and A310-304, -322, -324, and -325
2005-13-27		Boeing	737-300, -400, and -500 series
2005-13-28		Boeing	777-200 and -300 series
2005-13-29		Boeing	777-200 and -300 series
2005-13-30		Boeing	737-100, -200, and -200C series
2005-13-31		Short Brothers PLC	SD3-60
2005-13-32		Fokker Services B.V.	F.28 Mark 1000, 2000, 3000, and 4000
2005-13-33		Airbus	A300 B2-1A, B2-1C, B2K-3C, and B2-203; and A300 B4-2C, B4-103, and B4-203
2005-13-34		Boeing	777-200 and -300 series
2005-13-36		Learjet	23, 24, 24A, 24B, 24B-A, 24C, 24D, 24D-A, 24E, 24F, 24F-A, 25, 25A, 25B, 25C, 25D, 25F, 28, 29, 31, 31A, 35, 35A (C-21A), and 36
2005-13-37		Fokker Services B.V.	F.28 Mark 0070 and 0100
2005-13-38		Bombardier, Inc.	DHC-8-100, DHC-8-200, and DHC-8-300 series
2005-13-39	S 2004-03-02	Airbus	A321-111, -112, -131, -211, and -231
2005-13-40		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2005-14-01		Airbus	A300 B4-600, B4-600R, and F4-600R series, and C4-605R Variant F airplanes (collectively called A300-600 series airplanes); A310-203, -204, -221, -222, -304, -322, -324, and -325; and A300 B2-203 and B4-203
2005-14-03		Empresa Brasileira De Aeronautica S.A.	EMB-145 and EMB-135 series
2005-14-05		Boeing	777-200 and -300 series
2005-14-09		Rolls-Royce plc	Engine: RB211 Trent 768-60, Trent 772-60, and Trent 772B-60 turbofan

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2005-15

2005-13-22	COR, S 2005-08-02	Embraer	EMB-135BJ, -135ER, -135KE, -135KL, and -135LR airplanes; and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-14-02		Embraer	EMB-135 and Model EMB-145, -145ER, -145MR, -145LR, -145XR, -145MP, and -145EP
2005-14-03		Embraer	EMB-145 and EMB-135 series
2005-14-04		Boeing	777-200 and -300 series
2005-14-06		Boeing	707-300B, -300C, and -400 series
2005-14-07		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2005-14-08	S 2001-13-06	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series
2005-14-10	S 95-23-09	McDonnell Douglas	DC-10-10 and DC-10-10F airplanes; Model DC-10-15 airplanes; Model DC-10-30 and DC-10-30F (KC-10A and KDC-10) airplanes; and Model DC-10-40 and DC-10-40F
2005-14-11		Hartzell	Propeller: See AD
2005-05-01		Lockheed	L-1011-385 Series
2005-15-02		Airbus	A320-111 airplanes and Model A320-200 series
2005-15-03		McDonnell Douglas	DC–10–10, DC–10–10F, DC–10–15, DC–10–30, DC–10–30F (KC–10A and KDC–10), DC–10–40, DC–10–40F, MD–10–10F, and MD–10–30F airplanes. MD–11 and MD–11F airplanes
2005-15-05		Airbus	A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, and C4-605R Variant F
2005-15-06		Boeing	747-200C and 747-200F Series

Biweekly 2005-16

2005-15-04		Bombardier, Inc.	CL–600–1A11 (CL–600), CL–600–2A12 (CL–601) and CL–600–2B16 (CL–601–3A, and CL–601–3R), CL–600–2B16 (CL–604)
2005-15-07		Airbus	A320-111; A320-211, -212, -214, -231, -232, and -233
2005-15-08		Boeing	747-100B SUD, -200B, -300, -400, and -400D series
2005-15-09		Airbus	A300 B2-1A, B2-1C, B2K-3C, B4-2C, B4-103, B4-203; A300 B4-601, B4-603, B4-620, B4-622, B4-605R, B4-622R, F4-605R, F4-622R, C4-605R Variant F; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-15-11		BAE Systems	Jetstream 4101
2005-15-12		McDonnell Douglas	MD-11, MD-11F; DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2005-15-13		Rolls-Royce plc.	Engine: RB211-524 -524B–02 , -524B–B–02 , -524B3–02 , -524B4–02 , -524B4–D–02, -524B2–19 , -524B2–B–19 , -524C2–19 , -524C2–B–19 , -524D4–19, -524D4–B–19 , -524D4X–19 , -524D4X–B–19 , -524D4–39 , -524D4–B–39, -524G2–19 , -524G2–T–19 , -524G3–19 , -524G3–T–19 , -524H2–19, -524H2–T–19 , -524H–36 , -524H–T–36
2005-15-14		McDonnell Douglas	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43, DC-8-51, DC-8-52, DC-8-53, DC-8-55, DC-8F-54, DC-8F-55, DC-8-61, DC-8-62, DC-8-63, DC-8-61F, DC-8-62F, DC-8-63F, DC-8-71, DC-8-72, DC-8-73, DC-8-71F, DC-8-72F, and DC-8-73F
2005-15-15		Boeing	757-200, -200PF, and -200CB series
2005-15-16		Avcraft Aerospace GmbH	328-300
2005-16-01		Boeing	747-200B, 747-300, 747-400, and 747-400D series
2005-16-02		Raytheon Aircraft	HS.125 series 700A, BAe.125 series 800A, and Hawker 800 and Hawker 800XP
2005-16-03		Bombardier, Inc.	DHC-7-100, DHC-7-101, DHC-7-102, and DHC-7-103

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2005-17

2005-04-14	R1, 2005-04-14	Boeing	757-200, 757-200CB, and 757-200PF Series
2005-16-06		Boeing	747–100, –100B, –100B SUD, –200B, –200C, –200F, –300, –400F, 747SP, and 747SR series, 747–200B, –200C, –300, –400, and –400D series
2005-16-07		Boeing	727, 727C, 727-100, 727-100C, 727-200, and 727-200F series
2005-16-08		McDonnell Douglas	717-200
2005-16-09	S 95-25-03	Learjet	23, 24, 25, 35, and 36
2005-16-10		Boeing	747-400 and 747-400D Series
2005-16-11		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SP, and 747SR series
2005-16-12		Rolls-Royce Deutschland Ltd.	Engine: BR700-715A1-30, BR700-715B1-30, and BR700-715C1-30 turbofan
2005-16-13		Gulfstream Aerospace	Galaxy and Gulfstream 200
2005-16-14		Gulfstream Aerospace	G-IV, GIV-X, GV, and GV-SP

Biweekly 2005-18

2005-13-35	S 2000-02-13	Bombardier, Inc.	DHC-8-100, DHC-8-200, and DHC-8-300 series
2005-17-02		Boeing	777-200 and -300 series
2005-17-03		Bombardier, Inc.	CL-600-2B19 (Regional Jet series 100 & 440)
2005-17-04		McDonnell Douglas	DC-10-10, DC-10-10F, DC-10-15, DC-10-30, DC-10-30F (KC-10A and KDC-10), DC-10-40, DC-10-40F, MD-10-10F, and MD-10-30F
2005-17-05		General Electric Company	Engine: GE CF6-80C2 and CF6-80E1 turbofan
2005-17-07		Airbus	A320-111, A320-211, -212, -214, -231, -232, and -233
2005-17-08		Airbus	A321 series
2005-17-09	S 2000-26-04	Boeing	747, 757, 767, and 777 series
2005-17-10		SAAB Aircraft AB	SAAB 2000
2005-17-12		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-17-13		Short Brothers PLC	SD3-60
2005-17-14	S 98-13-33	Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203; A300 B4-2C, B4-103, B4-203; A300 B4-601, B4-603, B4-605R, B4-620, B4-622, B4-622R, C4-605R Variant F, F4-605R, F4-622R; A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-17-16		Pratt & Whitney	Engine: JT8D-1, -1A, -1B, -7, -7A, -7B, -9, -9A, -11, -15, -15A, -17, -17A, -17R, -17AR, -209, -217, -217A, -217C, and -219 turbofan
2005-17-18		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343; A340-211, -212, -213, -311, -312, -313, -541, and -642
2005-18-02	S 2002-13-09	Pratt & Whitney	Engine: JT8D-209, -217, -217A, -217C, and -219 turbofan
2005-18-03	S 2002-12-06	Pratt & Whitney	Engine: PW2037, PW2040, PW2043, PW2143, PW2643, PW2037D, PW2037M, and PW2040D series turbofan
2005-18-05	S 98-04-08	Bombardier, Inc.	CL-215-1A10 (Water Bomber), CL-215-6B11 (CL215T Variant), and CL-215-6B11 (CL415 Variant)
2005-18-06	S 2002-19-07	Bombardier, Inc.	CL-600-2B19 (Regional Jet series 100 & 440)
2005-18-07	S 2004-06-06	McDonnell Douglas	DC-8-11, DC-8-12, DC-8-21, DC-8-31, DC-8-32, DC-8-33, DC-8-41, DC-8-42, DC-8-43; DC-8-51, DC-8-52, DC-8-53, DC-8-55; DC-8F-54, DC-8F-55; DC-8-61, DC-8-62, DC-8-63; DC-8-61F, DC-8-62F, DC-8-63F; DC-8-71, DC-8-72, DC-8-73; DC-8-71F, DC-8-72F, and DC-8-73F.
2005-18-51	E, S 2005-10-03	Boeing	777-200, -300, and -300ER series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2005-19

2005-01-15R1	R1, 2005-01-15	Rolls-Royce plc	Engine: RB211 Trent 875, 877, 884, 884B, 892, 892B, and 895 series turbofan
2005-18-04		Bombardier, Inc.	CL-600-2B19 (Regional Jet Series 100 & 440)
2005-18-08		Boeing	737-100, -200, -200C, and -300 series
2005-18-09		Boeing	757-200 and -300 series
2005-18-10		Boeing	777-200 and -300 series
2005-18-11		Airbus	A340-211, -212, and -213, and A340-311, -312, and -313
2005-18-13		Israel Aircraft Industries, Ltd.	1124 and 1124A
2005-18-14	S 2005-07-23	Avions Marcel Dassault-Breguet Aviation	Falcon 10
2005-18-15		Dassault Aviation	Falcon 2000EX
2005-18-16		General Electric Company	Engine: CF34-3A1 turbofan
2005-18-17		Bombardier, Inc.	DHC-8-400 series
2005-18-18		Boeing	757-200, -200PF, -200CB, and -300 series
2005-18-19		Fokker Services B.V.	F27 Mark 200, 400, 500, and 600
2005-18-20		Goodrich De-icing and Specialty Systems	Appliance: P4E1188 series, P4E1601 series, P4E2200 series, P4E2271-10, P4E2575-7, P4E2575-10, P4E2598-10, P5855BSW, P6199SW, P6592SW, P6662SW, and P6975-11
2005-18-23	S 2002-16-03	Boeing	737-600, -700, -700C, -800, and -900 series
2005-18-51	FR, S 2005-10-03	Boeing	777-200, -300, and -300ER series
2005-19-01		Empresa Brasileira de Aeronautica S.A.	ERJ 170-100LR, -100 STD, -100SE, and -100 SU
2005-19-02		Empresa Brasileira De Aeronautica S.A.	EMB-110P1 and EMB-110P2
2005-19-03	S 2000-26-10	BAE Systems (Operations) Limited	ATP
2005-19-04		Airbus	A340-211, -212, and -213, and Model A340-311, -312, and -313
2005-19-05		Aerospatiale	ATR42-500
2005-19-06		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2005-19-08		McDonnell Douglas	DC-9-14, DC-9-15, and DC-9-15F airplanes; Model DC-9-21 airplanes; Model DC-9-31, DC-9-32, DC-9-32 (VC-9C), DC-9-32F, DC-9-33F, DC-9-34, DC-9-34F, and DC-9-32F (C-9A, C-9B) airplanes; Model DC-9-41 airplanes; and Model DC-9-51
2005-19-09		Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747-400, 747-400D, 747-400F, 747SR, and 747SP series

LARGE AIRCRAFT

AD No.	Information	Manufacturer	Applicability

Info: E - Emergency; COR - Correction; S - Supersedes; R - Revision; FR - Final Rule of Emergency

Biweekly 2005-20

2005-18-01		General Electric Company	Engine: CT7-5A2, -5A3, -7A, -7A1, -9B, -9B1, and -9B2 turboprop
2005-19-03	COR, S 2000-26-10	BAE Systems (Operations) Limited	ATP
2005-19-04	COR	Airbus	A340-211, -212, -213, A340-311, -312, and -313
2005-19-05	COR	Aerospatiale	ATR42-500
2005-19-06	COR	Boeing	747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series
2005-19-12		Airbus	A330-301, -321, -322, -341, -342, A340-211, -212, -213, -311, -312, and -313
2005-19-13		BAE Systems (Operations) Limited	HS 748 series 2A and series 2B
2005-19-14		Airbus	A318-111, -112; A319-111, -112, -113, -114, -115, -131, -132, -133, A320-111, -211, -212, -214, -231, -232, -233, A321-111, -112, -131, -211 and -231
2005-19-15	S 2004-13-07	BAE Systems (Operations) Limited	Jetstream 4101
2005-19-16		Airbus	A320-111, -211, -212, -214, -231, -232, and -233
2005-19-18	S 98-09-28	Short Brothers PLC	SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60
2005-19-19		Boeing	737-300, -400, -500, -600, -700, -700C, -800 and -900 series
2005-19-21		Airbus	A330–202, –223, –243,–343, and A340–313
2005-19-22		Airbus	A330-322, -341, -342; A340-211, -212, -213, -311, -312, and -313
2005-19-23	S 2004-09-14	Boeing	767-200, -300, and -300F series
2005-19-24		Boeing	727 series
2005-19-25		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-19-26		BAE Systems (Operations) Limited	ATP and Model HS 748 series 2A and series 2B
2005-19-27		Airbus	A330-201, -202, -203, -223, and -243
2005-20-01		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-20-02		Boeing	707-100 long body, -200, -100B long body, -100B short body; 707-300, -300B, -300C, -400 series, 720 and 720B series
2005-20-03		Boeing	737-100, -200, -200C, -300, -400, and -500 series
2005-20-05	COR	Boeing	767-200 and 767-300 series
2005-20-06		Airbus	A300 B2-1A, B2-1C, B2K-3C, B2-203, A300 B4-2C, B4-103, B4-203, A300 B4-601, B4-603, B4-620, B4-622, A300 B4-605R, B4-622R, A300 F4-605R, F4-622R, A300 C4-605R Variant F, Model A310-203, -204, -221, -222, -304, -322, -324, and -325
2005-20-08		Airbus	A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, -343, A340-211, -212, -213, -311, -312, and -313

BW 2005-20

GENERAL ELECTRIC COMPANY
AIRWORTHINESS DIRECTIVE
ENGINE
LARGE AIRCRAFT

2005-18-01 General Electric Company: Amendment 39-14241. Docket No. FAA-2005-20944; Directorate Identifier. 2003-NE-64-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective October 24, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to General Electric Company (GE) CT7-5A2, -5A3, -7A, -7A1, -9B, -9B1, and -9B2 turboprop engines, with stage 2 turbine aft cooling plate, part number (P/N) 6064T07P01, 6064T07P02, 6064T07P05, or 6068T36P01 installed. These engines are installed on, but not limited to, Construcciones Aeronauticas, SA CN-235 series and SAAB Aircraft AB SF340 series airplanes.

Unsafe Condition

(d) This AD results from reports of six stage 2 turbine aft cooling plates found cracked during inspection. The actions specified in this AD are intended to prevent stage 2 aft cooling plate separation, resulting in uncontained engine failure and damage to the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed at the next engine or hot section module shop visit, but before accumulating an additional 6,000 cycles-in-service after the effective date of the AD, unless already done.

Onetime Eddy Current Inspection (ECI)

(f) Perform a onetime ECI of the stage 2 turbine aft cooling plate boltholes, using paragraph 3.B. of GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 2, dated May 9, 2003.

(g) Remove from service any stage 2 turbine aft cooling plate that does not pass the return to service criteria specified in paragraph 3.B.(2) of GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 2, dated May 9, 2003.

Previous Credit

(h) Previous credit is allowed for onetime ECIs of the stage 2 turbine aft cooling plate boltholes that were done using GE ASB No. CT7-TP S/B 72-A0464, dated February 25, 2003, or GE ASB No. CT7-TP S/B 72-A0464, Revision 1, dated March 12, 2003, before the effective date of this AD.

Definition of Engine or Hot Section Module Shop Visit

(i) For the purposes of this AD, an engine or hot section module shop visit is defined as the introduction of the engine or hot section module into a shop that includes separation of CT7 turboprop engine major case flanges.

Alternative Methods of Compliance

(j) The Manager, Engine Certification Office, has the authority to approve alternative methods of compliance for this AD if requested using the procedures found in 14 CFR 39.19.

Related Information

(k) None.
Issued in Burlington, Massachusetts, on August 19, 2005.

Material Incorporated by Reference

(l) You must use GE Alert Service Bulletin (ASB) No. CT7-TP S/B 72-A0464, Revision 2, dated May 9, 2003, to perform the inspection required by this AD. The Director of the Federal Register approved the incorporation by reference of this service bulletin in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact General Electric Aircraft Engines CT7 Series Turboprop Engines, 1000 Western Ave., Lynn, MA 01910; telephone (781) 594-3140, fax (781) 594-4805, for a copy of this service information. You may review copies at the Docket Management Facility; U.S. Department of Transportation, 400 Seventh Street, SW., Nassif Building, Room PL-401, Washington, DC 20590-0001, on the Internet at *http://dms.dot.gov*, or at the National Archives and Records Administration (NARA). For information on the availability of this material at NARA, call 202-741-6030, or go to: *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Burlington, Massachusetts, on August 19, 2005.
Richard Noll,
Acting Manager, Engine and Propeller Directorate, Aircraft Certification Service.
[FR Doc. 05-17493 Filed 9-16-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: The docket number of this AD is incorrect through out the document. We've corrected all docket number typos and identified them with revision marks. [*Federal Register: September 30, 2005 (Volume 70, Number 189); Page 57126; www.access.gpo.gov/su_docs/aces/aces140.html-57127*]

2005-19-03 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14268. Docket No. FAA-2005-22404; Directorate Identifier 2005-NM-018-AD.

Effective Date

(a) This airworthiness directive (AD) becomes effective September 28, 2005.

Affected ADs

(b) This AD supersedes AD 2000-26-10, amendment 39-12060.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model ATP airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (i) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25-1529.

Unsafe Condition

(d) This AD was prompted by a determination that existing inspection techniques are not adequate for certain structurally significant items and by the revision of certain life limits. We are issuing this AD to detect and correct fatigue cracking of certain structural elements, which could adversely affect the structural integrity of these airplanes.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2000-26-10

Airworthiness Limitations Revision

(f) Within 30 days after February 7, 2001 (the effective date of AD 2000-26-10), revise the Airworthiness Limitations section (ALS) of the Instructions for Continued Airworthiness according to a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. One approved method is by incorporating Section 05-00-00, dated August 15, 1997, of the British Aerospace ATP Aircraft Maintenance Manual (AMM), dated October 15, 1999, into the ALS. This section references other chapters of the AMM. The applicable revision level of the referenced chapters is that in effect on February 7, 2001. Doing the revision specified in paragraph (g) of this AD replaces Chapters 27, 32, 53, and 54 listed in Section 05-10-11 and Chapters 52, 53, 54, 55, and 57 listed in Section 05-10-17 that are in effect on February 7, 2001, with Chapters 27, 32, 53, and 54 listed in Section 05-10-11, "Mandatory Life Limitations (Airframe)'; and Chapters 52, 53, 54, 55, and 57 listed in Section 05-10-17, "Structurally Significant Items (SSI'S)"; both dated July 15, 2004; of the British Aerospace ATP AMM.

New Requirements of This AD

New Airworthiness Limitations

(g) Within 30 days after the effective date of this AD, revise the ALS of the Instructions for Continued Airworthiness according to a method approved by the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA. One approved method is by incorporating the tasks for Chapters 27, 32, 53, and 54 listed in Section 05-10-11, "Mandatory Life Limitations (Airframe)"; and the tasks for Chapters 52, 53, 54, 55, and 57 listed in Section 05-10-17, "Structurally Significant Items (SSI'S)"; both dated July 15, 2004; of the British Aerospace ATP AMM; into the ALS. These chapters replace the corresponding chapters in Section 05-00-00, dated August 15, 1997, of the British Aerospace ATP AMM as specified in paragraph (f) of this AD.

(h) Except as provided by paragraph (i) of this AD: After the actions specified in paragraphs (f) and (g) of this AD have been accomplished, no alternative inspections or inspection intervals may be approved for the structural elements specified in the documents listed in paragraphs (f) and (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(j) British airworthiness directive G-2004-0020, dated August 25, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(k) None.

Issued in Renton, Washington, on September 6, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18059 Filed 9-12-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: The docket number of this AD is incorrect through out the document. We've corrected all docket number typos and identified them with revision marks. [*Federal Register: September 30, 2005 (Volume 70, Number 189); Page 57125; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-19-04 Airbus: Amendment 39-14269. Docket No. FAA-2005-22405; Directorate Identifier 2002-NM-243-AD.

Effective Date

(a) This AD becomes effective September 29, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A340-211, -212, and -213, and Model A340-311, -312, and -313 airplanes, certificated in any category; modified by Airbus modification 40647.

Unsafe Condition

(d) This AD results from a report that a software error could result in a miscalculation (underestimation) of the runway length necessary for takeoff in the case of a ferry flight with one engine not operating. The FAA is issuing this AD to prevent this miscalculation, which, if combined with high takeoff weight, too-short runway length, and high altitude and temperature of the airport, could result in inability of the flightcrew to abort the takeoff in a safe manner, reduced controllability of the airplane, and runway overrun.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual (AFM) Revision

(f) Within 10 days after the effective date of this AD: Revise the Limitations section of the Airbus A340 AFM to include the information in Airbus Temporary Revision (TR) 6.03.02/05, dated August 8, 2002, as specified in the TR. The TR includes procedures for the flightcrew to follow to correct miscalculation of the takeoff and accelerating or stopping distance of the airplane during a ferry flight with one engine not operating.

Note 1: This may be done by inserting a copy of Airbus TR 6.03.02/05 in the AFM. When the TR has been included in the general revisions of the AFM, the general revisions may be inserted in the AFM provided the relevant information in the general revision is identical to that in Airbus TR 6.03.02/05.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(h) French airworthiness directive 2002-436(B), dated August 21, 2002, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Airbus Temporary Revision 6.03.02/05, dated August 8, 2002, to the Airbus A340 Airplane Flight Manual, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Renton, Washington, on September 6, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18060 Filed 9-13-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

AEROSPATIALE
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: The docket number of this AD is incorrect through out the document. We've corrected all docket number typos and identified them with revision marks. [*Federal Register: September 30, 2005 (Volume 70, Number 189); Page 57126; www.access.gpo.gov/su_docs/aces/aces140.html*]

2005-19-05 Aerospatiale: Amendment 39-14270. Docket No. FAA-2005-22406; Directorate Identifier 2002-NM-242-AD.

Effective Date

(a) This AD becomes effective September 29, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Aerospatiale Model ATR42-500 airplanes, certificated in any category, that are not modified by ATR Modification 5385.

Unsafe Condition

(d) This AD results from a functional test of the elevator trim tab control rod of the leading edge, which showed that, in a full-up elevator condition with the tab fully down, interference could occur between the tab control rod and the forward edge of the lower skin of the elevator. The FAA is issuing this AD to prevent discrepancies between the elevator trim tab control rod and the forward edge of the lower skin of the elevator, which could result in reduced control of the elevator and consequent reduced controllability of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection/Modification

(f) Within 48 months after the effective date of this AD: Do the actions required by paragraphs (f)(1) and (f)(2) of this AD.

(1) Modify the forward bonded assembly of the control rod in accordance with Avions de Transport Regional Service Bulletin ATR42-55-0009, dated July 12, 2002.

(2) Perform a detailed inspection for correct installation of the fastener that attaches the ground braids on the elevator, in accordance with Avions de Transport Regional Service Bulletin ATR42-55-0010, Revision 1, dated March 11, 2003. Correct any discrepancies before further flight in accordance with the service bulletin. Inspections and corrective action done before the effective date of this AD in accordance with Avions de Transport Regional Service Bulletin ATR42-55-0010, dated July 12, 2002, are acceptable for compliance with this paragraph.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Alternative Methods of Compliance (AMOCs)

(g) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(h) French airworthiness directive 2002-431(B), dated August 21, 2002, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Avions de Transport Regional Service Bulletin ATR42-55-0009, dated July 12, 2002; and Avions de Transport Regional Service Bulletin ATR42-55-0010, Revision 1, dated March 11, 2003; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. Avions de Transport Regional Service Bulletin ATR42-55-0010, Revision 1, dated March 11, 2003, includes the following list of effective pages:

LIST OF EFFECTIVE PAGES

Page No.	Revision level shown on page	Date shown on page
1, 2, 4–13	1	March 11, 2003.
3	Original	July 12, 2002.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Aerospatiale, 316 Route de Bayonne, 31060 Toulouse, Cedex 03, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National

Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Renton, Washington, on September 6, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: [*Federal Register: September 30, 2005 (Volume 70, Number 189); Page 57124; www.access.gpo.gov/su_docs/aces/aces140.html-57125*]

2005-19-06 Boeing: Amendment 39-14271. Docket No. FAA-2005-22413; Directorate Identifier 2005-NM-167-AD.

Effective Date

(a) This AD becomes effective September 30, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 747-100, 747-100B, 747-100B SUD, 747-200B, 747-200C, 747-200F, 747-300, 747SR, and 747SP series airplanes, certificated in any category; equipped with Pratt & Whitney JT9D-3 and -7 series engines, except JT9D-70 engines; as identified in Boeing Alert Service Bulletin 747-71A2309, dated August 18, 2005.

Unsafe Condition

(d) This AD results from the finding of a fractured forward lug of the rear engine mount thrust link on the number one strut. We are issuing this AD to detect and correct cracked or fractured thrust links that could lead to the loss of the load path for the rear engine mount bulkhead and damage to other primary engine mount structure, which could result in the in-flight separation of the engine from the airplane and consequent loss of control of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin References

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Boeing Alert Service Bulletin 747-71A2309, dated August 18, 2005.

Repetitive Inspections of Thrust Links

(g) Within 90 days after the effective date of this AD, do a detailed inspection and ultrasonic inspection of thrust link lugs having part number (P/N) 65B90360-1 or -4 of the rear engine mount of struts 1, 2, 3, and 4 for any crack or fracture, in accordance with Part 1 of the service bulletin. If the thrust link is not found cracked or fractured: Repeat the inspections thereafter at intervals not to exceed 1,200 flight cycles or 18 months, whichever is first, until the optional repetitive replacement or overhaul of the thrust link as specified in paragraph (j) of this AD is accomplished. Accomplishing the repetitive replacement or overhaul of a thrust link specified in paragraph (h) or (j) of this AD terminates the repetitive inspections for that thrust link only.

Corrective Actions

(h) If a cracked thrust link is found during any inspection required by paragraph (g) of this AD or during any replacement or overhaul done in accordance with the service bulletin: Before further flight, do the actions specified in paragraph (h)(1) of this AD. If a fractured thrust link is found during any inspection required by paragraph (g) of this AD or during any replacement or overhaul done in accordance with the service bulletin: Before further flight, do the actions specified in paragraphs (h)(1) and (h)(2) of this AD.

(1) Replace the cracked thrust link with a new or overhauled thrust link in accordance with Part 2 of the service bulletin; except as provided by paragraph (i) of this AD. Repeat the replacement at the applicable compliance time specified in paragraph (h)(1)(i) or (h)(1)(ii) of this AD.

(i) For replacement with a thrust link assembly having P/N 65B90360-1 or -4: Thereafter at intervals not to exceed 6,000 flight cycles.

(ii) For replacement with a thrust link assembly having P/N 65B90360-7: Thereafter at intervals not to exceed 12,000 flight cycles.

(2) Do the corrective actions in accordance with Parts 3, 4, and 5 of the service bulletin; except as provided by paragraph (i) of this AD.

(i) Where the service bulletin specifies to contact Boeing for appropriate action, do the corrective action using a method approved in accordance with paragraph (l) of this AD.

Optional Repetitive Replacement or Overhaul of a Thrust Link

(j) For a thrust link that is not found cracked or fractured during the inspections required by paragraph (g) of this AD: Repetitive replacement of the thrust link with a new or overhauled thrust link at the applicable compliance time specified in paragraph (j)(1) or (j)(2) of this AD, in accordance with Part 2 of the service bulletin, terminates the repetitive inspections required by paragraph (g) of this AD for that thrust link only. If a cracked or fractured thrust link is found during any replacement or overhaul done in accordance with the service bulletin: Before further flight, do the applicable corrective actions specified in paragraph (h) of this AD at the applicable compliance time specified in that paragraph.

(1) For a thrust link assembly having P/N 65B90360-1 or -4: Within 36 months after the effective date of this AD. Thereafter at intervals not to exceed 6,000 flight cycles.

(2) For a thrust link assembly having P/N 65B90360-7: Within 12,000 flight cycles after the new or overhauled thrust link has been installed. Thereafter at intervals not to exceed 12,000 flight cycles.

Credit for Certain Corrective Actions

(k) Reworking the lugs on the bulkhead fitting of the rear engine mount as specified in paragraphs (b)(2), (e), and (f) of AD 2001-15-15, amendment 39-12349, is acceptable for compliance with accomplishing the corrective action specified in "Part 3–Rear Engine Mount Bulkhead Inspection and Lug Overhaul and Upper Fitting Overhaul and Bolt Replacement" of the service bulletin.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(3) The actions identified in paragraphs (g) and (j) of this AD are approved as an AMOC to paragraphs (c) and (d) of AD 2004-07-22, amendment 39-13566, for the inspections of structural significant item S-2, for the thrust links only, of Boeing Supplemental Structural Inspection Document D6-35022, Revision G, dated December 2000. All provisions of AD 2004-07-22 that are not specifically referenced in this paragraph, including the initial inspection threshold required by paragraph (d) of AD 2004-07-22, remain fully applicable and must be complied with.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 747-71A2309, dated August 18, 2005, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 6, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18212 Filed 9-14-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-12 Airbus: Amendment 39-14277. Docket No. FAA-2005-22452; Directorate Identifier 2001-NM-336-AD.

Effective Date

(a) This AD becomes effective October 6, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-301, -321, -322, -341, and -342 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category; on which Airbus Modification 42418 has not been accomplished in production.

Unsafe Condition

(d) This AD results from reports that cracks were found during fatigue tests at the attachment between the canted lower flange of the floor beam and the pressure diaphragm in front of frame (FR) 48 on both left- and right-hand floor beams; and that an additional crack was found in the flange radius of the floor beam. The FAA is issuing this AD to detect and correct such cracking, which could propagate and result in reduced structural integrity of the fuselage.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Repetitive Inspections

(f) At the applicable times in paragraph (f)(1) or (f)(2) of this AD: Do high-frequency eddy current inspection for cracks of the inboard lower flange and radius of the left-hand and right-hand outboard floor beams at FR48. Do all inspections in accordance with the Accomplishment Instructions of the applicable service bulletin in Table 1 of this AD. Doing the action in paragraph (h) of this AD terminates the repetitive inspection requirements of this paragraph.

(1) For Airbus Model A330-301, -321, -322, -341, and -342 airplanes: Do the first inspection before the accumulation of 8,400 flight cycles since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, or within 6 months after the effective date of this AD, whichever occurs later; and repeat the inspection thereafter at intervals not to exceed 3,860 total flight cycles or 15,050 flight hours, whichever occurs earlier.

(2) For Airbus Model A340-211, -212, -213, -311, -312, and -313 airplanes: Do the first inspection before the accumulation of the earlier of 9,200 flight cycles or 70,000 flight hours since the date of issuance of the original standard airworthiness certificate or the date of issuance of the original export certificate of airworthiness, or within 6 months after the effective date of this AD, whichever occurs later; and repeat the inspection thereafter at intervals not to exceed 3,070 flight cycles.

TABLE 1.—SERVICE BULLETINS

For airbus model—	Airbus service bulletin—
A330–301, –321, –322, –341, and –342 airplanes	A330–53–3014, Revision 05, dated June 20, 2003.
A340–211, –212, –213, –311, -312, and –313 airplanes	A340–53–4022, Revision 05, dated June 16, 2003.

Related Investigative and Corrective Actions

(g) If any crack is found during any inspection required by paragraph (f) of this AD: Do the applicable actions in paragraph (g)(1) and (g)(2) of this AD.

(1) For cracks at the radius: Before further flight, repair the crack according to a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Direction Ge[aacute]ne[aacute]rale de l'Aviation Civile (DGAC) (or its delegated agent).

(2) For cracks at the flange: Before further flight, measure the total length of the crack and do the applicable action in paragraph (g)(2)(i) and (g)(2)(ii) of this AD.

(i) If the crack is less than 12 mm (0.472 inch) in length: Before further flight, stop-drill the crack and, within 500 flight cycles after stop-drilling the crack, do the action in paragraph (h) of this AD.

(ii) If the crack is greater than or equal to 12 mm (0.472 inch) in length: Before further flight, repair the crack according to a method approved by either the Manager, International Branch, ANM-116; or the Direction Ge[aacute]ne[aacute]rale de l'Aviation Civile (DGAC) (or its delegated agent).

Optional Terminating Action

(h) Installing a stainless steel doubler in accordance with Airbus Service Bulletin A330-53-3013, Revision 03, December 23, 1999; or Airbus Service Bulletin A340-53-4021, Revision 05, dated January 27, 2003; as applicable; terminates the repetitive inspection requirements of paragraph (f) of this AD. If any crack is found during this installation while doing the rotating probe inspection of the fastener holes: Before further flight, repair the crack according to a method approved by either the Manager, International Branch, ANM-116; or the DGAC (or its delegated agent).

No Reporting Required

(i) Although the Accomplishment Instructions of the service bulletins identified in Table 1 of this AD describe procedures for reporting certain information to the manufacturer, this AD would not require those actions.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(k) French airworthiness directives 2001-506(B) and 2001-507(B), both dated October 17, 2001, also address the subject of this AD.

Material Incorporated by Reference

(l) You must use the service information identified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

TABLE 2.—MATERIAL INCORPORATED BY REFERENCE

Service Bulletin	Revision level	Date
A330–53–3013	03	December 23, 1999.
A330–53–3014	05	June 20, 2003.
A340–53–4021	05	January 27, 2003.
A340–53–4022	05	June 16, 2003.

Issued in Renton, Washington, on September 9, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18522 Filed 9-20-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-13 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14278. Docket No. FAA-2005-22453; Directorate Identifier 2002-NM-139-AD.

Effective Date

(a) This AD becomes effective October 6, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model HS 748 series 2A and series 2B airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a report that pintle pins could be installed in an incorrect manner during maintenance without maintenance personnel being aware (or having feedback) that the pin was installed incorrectly. The FAA is issuing this AD to prevent jamming or collapse of the nose landing gear (NLG), which could result in damage to the airplane structure or injury to passengers or crew.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Modifying the Undercarriage of the Nose Landing Gear

(f) Within 64 months after the effective date of this AD, modify the undercarriage of the NLG in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin HS748-32-104, dated April 9, 2002.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(h) British airworthiness directive 003-04-2002 also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use BAE Systems (Operations) Limited Service Bulletin HS748-32-104, dated April 9, 2002, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 9, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18521 Filed 9-20-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-14 Airbus: Amendment 39-14279. Docket No. FAA-2005-21189; Directorate Identifier 2005-NM-055-AD.

Effective Date

(a) This AD becomes effective October 26, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A318-111 and -112 airplanes; A319-111, -112, -113, -114, -115, -131, -132, and -133 airplanes; A320-111, -211, -212, -214, -231, -232, and -233 airplanes; and A321-111, -112, -131, -211 and -231 airplanes; certificated in any category; except airplanes that have received Airbus Modification 31892 in production.

Unsafe Condition

(d) This AD was prompted by results of fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent electrical arcing in the center fuel tank due to inadequate bonding, which could result in an explosion of the center fuel tank and consequent loss of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection and Related Investigative and Corrective Actions

(f) Within 58 months after the effective date of this AD: Modify the electrical bonding of all structures and systems installed inside the center fuel tank by accomplishing all of the actions in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-28-1104, Revision 01, dated December 8, 2004.

Actions Accomplished According to Previous Issue of Service Bulletin

(g) Actions done before the effective date of this AD in accordance with Airbus Service Bulletin A320-28-1104, dated December 2, 2003, are acceptable for compliance with the corresponding requirements of paragraph (f) of this AD.

Alternative Methods of Compliance (AMOCs)

(h) The Manager, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(i) French airworthiness directive F-2005-028, dated February 16, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A320-28-1104, Revision 01, dated December 8, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., Room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov /federal-register/ cfr/ibr-locations.html*.

Issued in Renton, Washington, on September 9, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18518 Filed 9-20-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-15 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14280. Docket No. FAA-2005-21087; Directorate Identifier 2005-NM-019-AD.

Effective Date

(a) This AD becomes effective October 26, 2005.

Affected ADs

(b) This AD supersedes AD 2004-13-07.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model Jetstream 4101 airplanes, certificated in any category.

Note 1: This AD requires revisions to certain operator maintenance documents to include new inspections. Compliance with these inspections is required by 14 CFR 91.403(c). For airplanes that have been previously modified, altered, or repaired in the areas addressed by these inspections, the operator may not be able to accomplish the inspections described in the revisions. In this situation, to comply with 14 CFR 91.403(c), the operator must request approval for an alternative method of compliance according to paragraph (m) of this AD. The request should include a description of changes to the required inspections that will ensure the continued damage tolerance of the affected structure. The FAA has provided guidance for this determination in Advisory Circular (AC) 25-1529.

Unsafe Condition

(d) This AD was prompted by engineering analysis of fleet operations which resulted in more restrictive life limits. We are issuing this AD to prevent failure of certain structurally significant items, including the main landing gear and the nose landing gear, which could result in reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2004-13-07

Determine Flight Cycles for Components

(f) Within 90 days after August 3, 2004 (the effective date of AD 2004-13-07): Determine the number of flight cycles accumulated on each landing gear component listed in Table 1 and Table 2 of the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-32-078, dated April 12, 2002. If there are no records or incomplete records for any component, establish the number of flight cycles in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-05-001, Revision 2, dated March 15, 2002; or Revision 3, dated January 9, 2004.

Note 2: BAE Systems (Operations) Limited Service Bulletin J41-32-078 refers to BAE Systems (Operations) J41 Service Information Leaflet 32-15, Issue 1, dated February 15, 2002, as an additional source of service information for establishing the life limits of landing gear components and for tracking the accumulated life of each component.

Replace Components

(g) Except as provided by paragraph (h) of this AD, within 60 days after establishing the flight cycles per paragraph (f) of this AD: Replace any landing gear component that has reached the life limit determined by paragraph (f) of this AD, with a serviceable component per a method approved by either the Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA; or the Civil Aviation Authority (CAA) (or its delegated agent). Doing the actions in chapter 32 of the Jetstream 4100 airplane maintenance manual (AMM) is one approved method. Thereafter, replace any component that reaches its life limit prior to the accumulation of the applicable number of flight cycles shown in Table 1 and Table 2 of the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-32-078, dated April 12, 2002.

(h) Any component for which the total accumulated life cycles has not been established, or that has exceeded its life limit, but has not yet been replaced per paragraph (g) of this AD, must be replaced within 72 months after August 3, 2004, in accordance with BAE Systems (Operations) Limited Service Bulletin J41-32-078, dated April 12, 2002.

Revise AMM

(i) Within 30 days after August 3, 2004: Revise the Airworthiness Limitations section (ALS) of the Instructions for Continued Airworthiness of the Jetstream 4100 AMM to include the life limits of the components listed in Table 1 and Table 2 of the Accomplishment Instructions of BAE Systems (Operations) Limited Service Bulletin J41-32-078, dated April 12, 2002. This may be accomplished by inserting a copy of the service bulletin into the ALS of the Instructions for Continued Airworthiness until such time as a revision is issued. Thereafter, except as provided in paragraphs (m) and (l) of this AD, no alternative replacement times may be approved for any affected component. Once the AMM revision required by paragraph (l) of this AD is accomplished, the AMM revision required by this paragraph must be removed from the AMM.

Parts Installation

(j) As of August 3, 2004, no landing gear unit may be installed on any airplane unless the accumulated flight cycles of all components of that landing gear have been established per paragraph

(f) of this AD, and any component that has exceeded its life limit has been replaced per paragraph (g) of this AD.

Actions Accomplished Per Previous Issue of Service Bulletin

(k) Calculations of total accumulated flight cycles accomplished per BAE Systems (Operations) Limited Service Bulletin J41-05-001, Revision 1, dated April 10, 2001; or BAE Systems (Operations) Limited Service Bulletin J41-05-001, Revision 2, dated March 15, 2002; are considered acceptable for compliance with the corresponding action specified in this AD.

New Requirements of This AD

Revise AMM

(l) Within 30 days after the effective date of this AD: Revise the ALS of the Instructions for Continued Airworthiness of the BAE Systems (Operations) Limited J41 AMM to include the life limits of the components listed in Chapter 05-10-10, Airworthiness Limitations–Description and Operation Section, Revision 23, dated February 15, 2005, of the AMM. This may be accomplished by inserting a copy into the ALS of the Instructions for Continued Airworthiness. Thereafter, except as provided in paragraph (m) of this AD, no alternative replacement times may be approved for any affected component. Once this AMM revision is included, the AMM revision required by paragraph (i) of this AD must be removed from the AMM.

Alternative Methods of Compliance (AMOCs)

(m) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(n) British airworthiness directive G-2005-0005, dated February 3, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(o) Unless otherwise specified in this AD, the actions shall be done in accordance with the service information listed in Table 1 of this AD.

TABLE 1.—MATERIAL INCORPORATED BY REFERENCE

Service Information	Revision level	Date
BAE Systems (Operations) Limited J41 Airplane Maintenance Manual	Revision 23	February 15, 2005.
BAE Systems (Operations) Limited Service Bulletin J41–05–001	Revision 2	March 15, 2002.
BAE Systems (Operations) Limited Service Bulletin J41–05–001	Revision 3	January 9, 2004.
BAE Systems (Operations) Limited Service Bulletin J41–32–078	Original	April 12, 2002.

(1) The Director of the Federal Register approves the incorporation by reference of Chapter 05-10-10 of the BAE Systems (Operations) Limited J41 Airplane Maintenance Manual, Revision 23, dated February 15, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On August 3, 2004 (69 FR 38816, June 29, 2004), the Director of the Federal Register approved the incorporation by reference of BAE Systems (Operations) Limited Service Bulletin J41-05-001, Revision 2, dated March 15, 2002; BAE Systems (Operations) Limited Service Bulletin J41-05-001, Revision 3, dated January 9, 2004; and BAE Systems (Operations) Limited Service Bulletin J41-32-078, dated April 12, 2002.

(3) To get copies of the service information, contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 9, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-16 Airbus: Amendment 39-14281. Docket No. FAA-2005-21861; Directorate Identifier 2005-NM-093-AD.

Effective Date

(a) This AD becomes effective October 26, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A320-111, -211, -212, -214, -231, -232, and -233 airplanes, certificated in any category; except those airplanes on which Airbus Modification 25513 has been accomplished in production.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent an ignition source for fuel vapor in the wing, which could result in fire or explosion in the adjacent wing fuel tank.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Installation of Bonding Strips

(f) Within 56 months after the effective date of this AD, install a bonding strip between each of the two water scavenge jet pumps of the center fuel tank and the rear spar in section 21, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A320-28-1067, Revision 02, dated January 27, 1997.

Alternative Methods of Compliance (AMOCs)

(g) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(h) French airworthiness directive F-2005-056, dated April 13, 2005, also addresses the subject of this AD.

Material Incorporated by Reference

(i) You must use Airbus Service Bulletin A320-28-1067, Revision 02, dated January 27, 1997, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 9, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BILLING CODE 4910-13-P

BW 2005-20

SHORT BROTHERS PLC
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-18 Short Brothers PLC: Amendment 39-14283. Docket No. FAA-2005-21344; Directorate Identifier 2004-NM-190-AD.

Effective Date

(a) This AD becomes effective October 26, 2005.

Affected ADs

(b) This AD supersedes AD 98-09-28.

Applicability

(c) This AD applies to all Shorts Model SD3-60 SHERPA, SD3-SHERPA, SD3-30, and SD3-60 airplanes, certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports of individuals experiencing fire extinguishant blowback when the extinguishant discharges through the fire extinguishing point adapters. We are issuing this AD to prevent fire extinguishant blowback, which could result in injury to a person using the fire extinguisher in the event of a fire.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Requirements of AD 98-09-28

Install New Covers

(f) For Model SD3-30 and SD3-60 airplanes equipped with Fire Fighting Enterprises (U.K.) Ltd. fire extinguishers: Within 6 months after June 8, 1998 (the effective date of AD 98-09-28), install a new cover on each fire extinguisher adapter assembly on bulkheads between the passenger cabin and aft and/or forward baggage bay, in accordance with Shorts Service Bulletin SD330-26-14, dated September 1994 (for Shorts Model SD3-30 airplanes), or Shorts Service Bulletin SD360-26-11, dated July 1994 (for Shorts Model SD3-60 airplanes), as applicable.

Install Placards and Revise the Airplane Flight Manual (AFM)

(g) For Model SD3-30 and SD3-60 airplanes equipped with Fire Fighting Enterprises (U.K.) Ltd. fire extinguishers: Prior to further flight after accomplishing the actions required by paragraph (f) of this AD, accomplish both paragraphs (g)(1) and (g)(2) of this AD:

(1) Install new fire extinguisher point placards, in accordance with Shorts Service Bulletin SD330-26-14, dated September 1994 (for Shorts Model SD3-30 airplanes), or Shorts Service Bulletin SD360-26-11, dated July 1994 (for Shorts Model SD3-60 airplanes), as applicable. And

(2) Revise the Limitations section of the FAA-approved AFM, in accordance with Note 1 of Paragraph 1.C. of Shorts Service Bulletin SD330-26-14, dated September 1994 (for Shorts Model SD3-30 airplanes), or Shorts Service Bulletin SD360-26-11, dated July 1994 (for Shorts Model SD3-60 airplanes), as applicable.

Corrective Actions for Fire Extinguishers With Certain Part Numbers

(h) For Model SD3-30 and SD3-60 airplanes equipped with fire extinguishers having part number (P/N) BA51012SR-3 or BA51012SR: Within 6 months after June 8, 1998, accomplish either paragraph (h)(1) or (h)(2) of this AD:

(1) Install a chamfered nozzle on the discharge head assembly of each fire extinguisher and add a new trigger by replacing the discharge head assembly with a new discharge head assembly having P/N BA22988-3, in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-107, Revision 1, dated November 2, 1992.

Or

(2) Replace the trigger on the discharge head assembly of each fire extinguisher with a new trigger, in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-108, dated September 1992. After replacement, install a chamfered nozzle on the discharge head assembly of each fire extinguisher by reworking the discharge head assembly in accordance with Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26-107, Revision 1, dated November 2, 1992.

New Requirements of This Ad

Modify the Fire Extinguishing Point Adapter Assembly

(i) For Model SD3 airplanes equipped with Fire Fighting Enterprises (U.K.) Ltd. fire extinguishers: Within 3 months after the effective date of this AD, modify the fire extinguishing point adapter assembly of the forward and aft baggage bays, as applicable, by doing all of the actions specified in the Accomplishment Instructions of Shorts Service Bulletin SD330-26-15, dated May 29, 2002 (for Model SD3-30 airplanes); Shorts Service Bulletin SD360-26-13, dated May 29, 2002 (for Model SD3-60 airplanes); Shorts Service Bulletin SD360 Sherpa-26-1, dated May 29, 2002 (for Model SD3-60 SHERPA airplanes); or Shorts Service Bulletin SD3 Sherpa-26-3, dated May 29, 2002 (for Model SD3-SHERPA airplanes); as applicable.

Revise AFM of Certain Airplanes

(j) For Model SD3-60 SHERPA and SD3-SHERPA airplanes equipped with Fire Fighting Enterprises (U.K.) Ltd. fire extinguishers: Before further flight after accomplishing the modification required by paragraph (i) of this AD, revise the Limitations section of the Short Brothers SD3-60 SHERPA AFM, Document No. SB.6.2, by inserting into the AFM Short Brothers Document No. SB.6.2, Amendment P/5, dated February 6, 2002 (for Model SD3-60 SHERPA airplanes); or of the

Short Brothers SD3-SHERPA AFM, Document No. SB.5.2, by inserting into the AFM Short Brothers Document No. SB.5.2, Amendment P/7, dated February 6, 2002 (for Model SD3-SHERPA airplanes); as applicable.

Alternative Methods of Compliance (AMOCs)

(k) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(l) British airworthiness directives 005-05-2002, 006-05-2002, 007-05-2002, and 008-05-2002 also address the subject of this AD.

Material Incorporated by Reference

(m) You must use the service information listed in Table 1 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 1.—ALL MATERIAL INCORPORATED BY REFERENCE

Service information	Revision level	Date
Amendment P/5 to the Short Brothers SD3–60 SHERPA Flight Manual, Document No. SB.6.2	Original	February 6, 2002.
Amendment P/7 to the Short Brothers SD3-SHERPA Flight Manual, Document No. SB.5.2	Original	February 6, 2002.
Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–107	Revision 1	November 2, 1992.
Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–108	Original	September 1992.
Short Brothers Shorts Service Bulletin SD330–26–14	Original	September 1994.
Short Brothers Shorts Service Bulletin SD360–26–11	Original	July 1994.
Shorts Service Bulletin SD3 Sherpa-26–3	Original	May 29, 2002.
Shorts Service Bulletin SD330–26–15	Original	May 29, 2002.
Shorts Service Bulletin SD360 Sherpa-26–1	Original	May 29, 2002.
Shorts Service Bulletin SD360–26–13	Original	May 29, 2002.

(1) The Director of the Federal Register approved the incorporation by reference of the service information listed in Table 2 of this AD in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

TABLE 2.—NEW MATERIAL INCORPORATED BY REFERENCE

Service information	Date
Amendment P/5 to the Short Brothers SD3–60 SHERPA Flight Manual, Document No. SB.6.2	February 6, 2002.
Amendment P/7 to the Short Brothers SD3–SHERPA Flight Manual, Document No. SB.5.2	February 6, 2002.
Shorts Service Bulletin SD3 Sherpa-26–3	May 29, 2002.
Shorts Service Bulletin SD330–26–15	May 29, 2002.
Shorts Service Bulletin SD360 Sherpa-26–1	May 29, 2002.
Shorts Service Bulletin SD360–26–13	May 29, 2002.

Short Brothers SD3-60 SHERPA Flight Manual, Document No. SB.6.2 contains the following current pages:

Page No.	Revision level shown on page	Date shown on page
List of current pages 7	G/1	April 24, 1996.
7A, 7B	Basic	April 18, 1996.
Particular Amendment Record Sheet 9	Basic	April 18, 1996.

(For Document No. SB.6.2, the Basic Issue date is only located on page 1, Section 1; the general amendment date is only located on the "General * Amendment Record Sheet;" and the particular amendment dates are only located on the "Particular * Amendment Record Sheet.")

Short Brothers SD3-SHERPA Flight Manual, Document No. SB.5.2, contains the following current pages:

Page No.	Revision level shown on page	Date shown on page
List of current pages 7	G/3	December 1, 1993.
7A	G/2	September 25, 1992.
7B	Basic	August 30, 1990.
Particular Amendment Record Sheet 9	Basic	August 30, 1990.

(For Document No. SB.5.2., the Basic Issue date is only located in the CAA approval letter dated August 31, 1990; the general amendment dates are located only on the "General * Amendment Record Sheet;" the particular amendment dates are only located on the "Particular * Amendment Record Sheet.")

(2) The Director of the Federal Register previously approved the incorporation by reference of the service information listed in Table 3 of this AD as of June 8, 1998 (63 FR 24387, May 4, 1998).

TABLE 3.—MATERIAL PREVIOUSLY INCORPORATED BY REFERENCE

Service Bulletin	Revision level	Date
Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–107	Revision 1	November 2, 1992.
Fire Fighting Enterprises (U.K.) Ltd. Service Bulletin 26–108	Original	September 1992.
Short Brothers Shorts Service Bulletin SD330–26–14	Original	September 1994.
Short Brothers Shorts Service Bulletin SD360–26–11	Original	July 1994.

(3) Contact Short Brothers, Airworthiness & Engineering Quality, P.O. Box 241, Airport Road, Belfast BT3 9DZ, Northern Ireland, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 12, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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BILLING CODE 4910-13-P

BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-19 Boeing: Amendment 39-14284. Docket No. FAA-2005-20347; Directorate Identifier 2004-NM-226-AD.

Effective Date

(a) This AD becomes effective October 26, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-300, -400, -500, -600, -700, -700C, -800 and -900 series airplanes, certificated in any category; equipped with two Smiths Industries Aerospace Flight Management Computers (FMCs) having part number 171497-05-01 or 176200-01-01; installed with operational program software (OPS) version U10.3, U10.4, U10.4A, or U10.5.

Unsafe Condition

(d) This AD was prompted by one operator reporting FMC map shifts on several Model 737-400 series airplanes with dual FMCs, using OPS version U10.4A. We are issuing this AD to prevent the FMC from displaying the incorrect actual navigation performance value to the flightcrew, which could prevent adequate alerting of a potential navigation error. This condition could result in a near miss with other airplanes or terrain, or collision if other warning systems also fail.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Install Updated Version of OPS

(f) Within 180 days after the effective date of this AD, do the actions specified in paragraphs (f)(1) and (f)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-34A1801, dated July 15, 2004 (for Model 737-600, -700, -700C, -800 and -900

series airplanes); or Boeing Alert Service Bulletin 737-34A1821, dated July 15, 2004 (for Model 737-300, -400, and -500 series airplanes); as applicable. Where the service bulletin specifies a configuration check, certificated maintenance personnel must perform the configuration check.

(1) Install the updated version of the OPS, the compatible model/engine database (MEDB) software if applicable, the current version of the navigational database (NDB) software, and the software options database (OPC) in the left and right FMCs.

(2) Do configuration checks of the left and right FMCs to ensure that the updated version of the OPS, compatible version of the MEDB software if applicable, and OPC software is correctly installed.

Reinstall Software, if Necessary

(g) If the incorrect software version of the OPS, MEDB software if applicable, or OPC software is found installed on any FMC during any configuration check required by paragraph (f) of this AD: Before further flight, reinstall the software, as applicable. Do the reinstallation of any software in accordance with the Accomplishment Instructions of Boeing Alert Service Bulletin 737-34A1801, dated July 15, 2004; or Boeing Alert Service Bulletin 737-34A1821, dated July 15, 2004; as applicable.

Optional Installation of OPS Version U10.6

(h) Doing the applicable actions specified in paragraphs (h)(1) and (h)(2) of this AD, in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-34-1768, dated August 11, 2005 (for Model 737-600, -700, -700C, -800, and -900 series airplanes); or Boeing Service Bulletin 737-34-1879, dated August 11, 2005 (for Model 737-300, -400, and -500 series airplanes), as applicable, is acceptable for compliance with the corresponding requirements of paragraphs (f) and (g) of this AD.

(1) Install version U10.6 of the OPS software, the applicable OPC software, the new compatible MEDB software if applicable, and the NDB software in the left and right FMCs; install the common display system (CDS) OPC software in the left and right display electronic units if applicable; and do configuration checks to ensure that certain software is properly installed. Where the service bulletin specifies a configuration check, certificated maintenance personnel must perform the configuration check.

(2) If the incorrect software version of the OPS, OPC software, CDS OPC software if applicable, or MEDB software if applicable, is found installed during any configuration check required by paragraph (h)(1) of this AD: Before further flight, reinstall the software, as applicable. Do the reinstallation of any software in accordance with the applicable service bulletin.

Alternative Methods of Compliance (AMOCs)

(i) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Material Incorporated by Reference

(j) You must use Boeing Alert Service Bulletin 737-34A1801, dated July 15, 2004; or Boeing Alert Service Bulletin 737-34A1821, dated July 15, 2004, as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The optional actions, if accomplished, must be performed in accordance with Boeing Service Bulletin 737-34-1768, dated August 11, 2005;

or Boeing Service Bulletin 737-34-1879, dated August 11, 2005, as applicable. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Renton, Washington, on September 12, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18523 Filed 9-20-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-21 Airbus: Amendment 39-14286. Docket No. FAA-2005-22484; Directorate Identifier 2003-NM-270-AD.

Effective Date

(a) This AD becomes effective October 7, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to the Airbus airplanes, certificated in any category, listed in Table 1 of this AD.

TABLE 1.—APPLICABILITY

Airbus model—	As identified in Airbus service bulletin—
A330–202, –223, –243, and –343 airplanes	A330–56–3006, Revision 01, dated March 24, 2003.
A340–313 airplanes	A340–56–4006, Revision 01, dated March 24, 2003.

Unsafe Condition

(d) This AD results from a report indicating that, during production, the windshield central retainer may have been installed with attachment bolts that were too short, which prevented the thread of the bolt from fully engaging in the self-locking nut. We are issuing this AD to prevent loosened attachment bolts, which could result in loss of the windshield and consequent reduced structural integrity of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection

(f) Within 6 months after the effective date of this AD, perform a detailed inspection of the windshield central retainer for discrepancies of the attachment bolts, in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-56-3006 or A340-56-4006, both excluding Appendix 01, Revision 01, dated March 24, 2003; as applicable. If the protrusion of any attachment bolt is not within the limits specified in the service bulletin, replace the bolt and corresponding nut with new parts before further flight in accordance with the service bulletin.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Modification According to Previous Issue of Service Bulletin

(g) Inspecting the windshield central retainer, and doing applicable corrective actions, is also acceptable for compliance with the requirements of paragraph (f) of this AD if done before the effective date of this AD in accordance with the Accomplishment Instructions of Airbus Service Bulletin A330-56-3006 or A340-56-4006, both dated March 12, 2003; as applicable.

No Reporting Requirement

(h) Although Airbus Service Bulletins A330-56-3006 and A340-56-4006 specify sending an inspection report to the manufacturer, this AD does not include that requirement.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) French airworthiness directives 2003-123(B) R1 and 2003-124(B) R1, both dated April 16, 2003, also address the subject of this AD.

Material Incorporated by Reference

(k) To perform the actions that are required by this AD, unless the AD specifies otherwise, you must use Airbus Service Bulletin A330-56-3006, excluding Appendix 01, Revision 01, dated March 24, 2003; or Airbus Service Bulletin A340-56-4006, excluding Appendix 01, Revision 01, dated March 24, 2003; as applicable. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400

Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 13, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-22 Airbus: Amendment 39-14287. Docket No. FAA-2005-22486; Directorate Identifier 2004-NM-219-AD.

Effective Date

(a) This AD becomes effective October 7, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-322, -341, and -342 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category; as identified in Airbus Service Bulletin A330-53-3132, Revision 02, dated April 26, 2004, and Airbus Service Bulletin A340-53-4139, Revision 02, dated April 26, 2004, as applicable.

Unsafe Condition

(d) This AD results from a report of fatigue cracks that initiated in the duct structure of the ram air outlet, which is adjacent to the hydraulics compartment. The FAA is issuing this AD to prevent fatigue cracks in the duct structure of the ram air outlet, which could lead to hot air damage and consequent loss of function of the hydraulics systems.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Modification

(f) Before the airplane accumulates 12,000 total flight cycles, or within 60 days after the effective date of this AD, whichever occurs later: Modify the ram air outlet ducts of the two air conditioning packs in accordance with the applicable service bulletin in Table 1 of this AD.

TABLE 1.—AIRBUS SERVICE BULLETINS

Model	Airbus service bulletin	Revision	Date
A330–322, –341, and –342 airplanes	A330–53–3132	02	April 26, 2004.
A340–211, –212, –213, –311, –312, and –313 airplanes	A340–53–4139	02	April 26, 2004.

Actions Accomplished in Accordance With Previous Issues of Service Bulletins

(g) Actions accomplished in accordance with the service bulletins listed in Table 2 of this AD are acceptable for compliance with the corresponding action in this AD.

TABLE 2.—PREVIOUS ISSUES OF SERVICE BULLETINS

Airbus service bulletin	Revision	Date
A330–53–3132	01	December 8, 2003.
A340–53–4139	Original	July 25, 2003.
A340–53–4139	01	December 8, 2003.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(i) French airworthiness directives F-2004-050 and F2004-051, both dated April 14, 2004, also address the subject of this AD.

Material Incorporated by Reference

(j) You must use Airbus Service Bulletin A330-53-3132, Revision 02, dated April 26, 2004; and Airbus Service Bulletin A340-53-4139, Revision 02, dated April 26, 2004; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 13, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-23 Boeing: Amendment 39-14288. Docket No. FAA-2005-21355; Directorate Identifier 2005-NM-037-AD.

Effective Date

(a) This AD becomes effective October 27, 2005.

Affected ADs

(b) This AD supersedes AD 2004-09-14.

Applicability

(c) This AD applies to Boeing Model 767-200, -300, and -300F series airplanes, certificated in any category, as identified in Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005.

Unsafe Condition

(d) This AD was prompted by a report of a crack in a closeout angle that covers the two aft-most fasteners in the lower tang of the midspar fitting; and the discovery of a crack in the lower tang of the midspar fitting under the cracked closeout angle. We are issuing this AD to prevent fatigue cracking in the primary strut structure and reduced structural integrity of the strut, which could result in separation of the strut and engine.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Restatement of Requirements of AD 2004-09-14

Repetitive Inspections

(f) Except as provided by paragraph (g) of this AD, before the accumulation of 10,000 total flight cycles, or within 600 flight cycles after May 15, 2001 (the effective date of AD 2001-07-05, amendment 39-12170), whichever occurs later: Accomplish the inspections required by paragraph (f)(1) or (f)(2) of this AD, as applicable.

(1) Perform a detailed inspection of the four aft-most fastener holes in the horizontal tangs of the midspar fitting of the strut to detect cracking, in accordance with Part 1, "Detailed Inspection," of the Accomplishment Instructions of Boeing Service Bulletin 767-54A0101, Revision 1, dated February 3, 2000. If no cracking is detected, repeat the inspection thereafter at the applicable intervals specified in Table 1, "Reinspection Intervals for Part 1–Detailed Inspection" included in Figure 1 of the service bulletin.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(2) Perform a high frequency eddy current (HFEC) inspection of the four aft-most fastener holes in the horizontal tangs of the midspar fitting of the strut to detect discrepancies (cracking, incorrect fastener hole diameter), in accordance with Part 2, "High Frequency Eddy Current (HFEC) Inspection," of the Accomplishment Instructions of the service bulletin. Accomplish the requirements specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, as applicable; and repeat the inspection thereafter at the applicable intervals specified in Table 2, "Reinspection Intervals for Part 2–HFEC Inspection" included in Figure 1 of the service bulletin.

(i) If no cracking is detected and the fastener hole diameter is less than or equal to 0.5322 inch, before further flight, rework the hole in accordance with Part 3 of the Accomplishment Instructions of the service bulletin.

(ii) If no cracking is detected and the fastener hole diameter is greater than 0.5322 inch, before further flight, accomplish the requirements specified in either paragraph (h)(1) or (h)(2) of this AD.

(g) For airplanes on which the two aft-most fasteners have been inspected in accordance with Boeing Service Bulletin 767-54A0101, Revision 1, dated February 3, 2000, prior to May 15, 2001: Perform the initial inspection of the four aft-most fasteners in accordance with paragraph (f) of this AD before the accumulation of 10,000 total flight cycles, or within 1,500 flight cycles after May 15, 2001, whichever occurs later.

Corrective Actions

(h) If any cracking is detected after accomplishment of any inspection required by paragraph (f) of this AD, before further flight, accomplish the requirements specified in either paragraph (h)(1) or (h)(2) of this AD.

(1) Accomplish the terminating action specified in Part 4 of the Accomplishment Instructions of Boeing Service Bulletin 767-54A0101, Revision 1, dated February 3, 2000; Boeing Service Bulletin 767-54A0101, Revision 3, dated September 5, 2002; or Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005. Accomplishment of this paragraph terminates the requirements of this AD. After the effective date of this AD, only Boeing Alert Service Bulletin 767-54A0101, Revision 4, may be used.

(2) Replace the midspar fitting of the strut with a serviceable part, or repair in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA. Repeat the applicable inspection thereafter at the applicable time specified in paragraph (f)(1) or (f)(2) of this AD.

(i) If any discrepancies (cracking, incorrect fastener hole diameter) are detected during any inspection required by paragraph (f) or (p) of this AD, for which the service bulletin specifies that the manufacturer may be contacted for disposition of those repair conditions: Before further flight, accomplish the applicable related investigative and corrective actions (including fastener hole rework and/or midspar fitting replacement) using a method approved in accordance with the procedures specified in paragraph (q) of this AD.

Additional Inspections

(j) Prior to the accumulation of 10,000 total flight cycles, or within 600 flight cycles after June 9, 2004 (the effective date of AD 2004-09-14), whichever occurs later: Perform the inspections specified in paragraph (f)(1) or (f)(2) of this AD, as applicable, on all eight aft-most fastener holes or the four forward fastener holes in the group of eight aft-most fastener holes not inspected per paragraph (f)(1), (f)(2), or (g) of this AD. The inspection must be done per the Accomplishment Instructions in Boeing Service Bulletin 767-54A0101, Revision 3, dated September 5, 2002; or Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005. Accomplishment of the applicable inspection on all eight aft-most fastener holes constitutes terminating action for the repetitive inspection requirements of paragraphs (f)(1), (f)(2), and (g) of this AD.

(k) If no cracking or discrepancy is detected during any detailed inspection required by paragraph (j) of this AD, repeat the inspections of all eight aft-most fastener holes thereafter at the applicable intervals specified in Table 1 of this AD.

(l) If no cracking or discrepancy is detected during any HFEC inspection required by paragraph (j) of this AD or by this paragraph of this AD: Perform the follow-on actions specified in paragraph (f)(2)(i) or (f)(2)(ii) of this AD, as applicable, per the Accomplishment Instructions in Boeing Service Bulletin 767-54A0101, Revision 3, dated September 5, 2002; or Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005; and repeat the inspections of all eight aft-most fastener holes thereafter at the applicable intervals specified in Table 1 of this AD.

TABLE 1.—REPETITIVE INSPECTION INTERVALS FOR ALL EIGHT AFT-MOST FASTENER HOLES

If—	Repetitive intervals—
(1) All eight aft-most fastener holes were inspected per paragraph (j) of this AD:	At the applicable intervals specified in Table 1, "Reinspection Intervals for Part 1,"or Table 2, "Reinspection Intervals for Part 2,"as applicable. Both tables are included in Figure 1 of the applicable service bulletin.
	Within 1,500 flight cycles after the effective date of this AD, only the repetitive intervals in Boeing Alert Service Bulletin 767–54A0101, Revision 4, dated February 10, 2005, may be used.
(2) Only the four forward fastener holes in the group of eight aft-most fastener holes were inspected per paragraph (j) of this AD:	At the next scheduled repetitive inspection required by paragraph (f)(1) of (f)(2) of this AD, as applicable. Thereafter at the applicable intervals specified in Table 1, "Reinspection Intervals for Part 1,"or Table 2, "Reinspection Intervals for Part 2,"as applicable. Both tables are included in Figure 1 of the applicable service bulletin.
	Within 1,500 flight cycles after the effective date of this AD, only the repetitive intervals in Boeing Alert Service Bulletin 767–54A0101, Revision 4, dated February 10, 2005, may be used.

Corrective Actions for Discrepancies

(m) If any cracking or discrepancy is detected during any inspection required by paragraphs (j), (k), or (l) of this AD, before further flight: Accomplish the corrective actions described in paragraph (h) of this AD, except as provided in paragraph (i) of this AD.

Service Bulletin Revisions

(n) Accomplishing the terminating action in paragraph (h)(1) of this AD before June 9, 2004, in accordance with the service bulletin revisions in Table 2 of this AD, is acceptable for compliance with the requirements of this AD. After the effective date of this AD, only Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005, may be used for accomplishing the terminating action in paragraph (h)(1) of this AD.

TABLE 2.—SERVICE BULLETINS FOR TERMINATING ACTION

Service bulletin	Revision	Date
Boeing Alert Service Bulletin 767–54A0101	Original	September 23, 1999.
Boeing Service Bulletin 767–54A0101	2	January 10, 2002.

Inspections Accomplished per Previous Issues of Service Bulletin

(o) Inspections required by paragraphs (f) and (g) of this AD that are accomplished before June 9, 2004, in accordance with the service bulletin revisions in Table 3 of this AD are considered acceptable for compliance with the corresponding action specified in this AD.

TABLE 3.—SERVICE BULLETINS FOR PREVIOUSLY ACCOMPLISHED INSPECTIONS

Boeing service bulletin	Revision	Date
Boeing Service Bulletin 767–54A0101	2	January 10, 2002.
Boeing Service Bulletin 767–54A0101	3	September 5, 2002.
Boeing Alert Service Bulletin 767–54A0101	4	February 10, 2005.

New Requirements of This AD

Inspections of Closeout Angle and Corrective Action

(p) For airplanes for which the "Reinspection Intervals for Part 1," referenced in Table 1 of paragraph (l) of this AD apply: At the next applicable inspection, do an HFEC inspection for cracks of the closeout angle that covers the two aft-most fasteners in the lower tang of the midspar fitting and any related investigative and corrective actions, by doing all the applicable actions specified in the Accomplishment Instructions of Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005. Repeat the inspection at the applicable interval in Table 1, "Reinspection Intervals for Part 1," in Figure 1 of the alert service bulletin.

Note 2: Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005, refers to the Boeing service bulletins in the Table 4 of this AD as additional sources of service information for doing the terminating action in paragraph (h)(1) of this AD.

TABLE 4.—ADDITIONAL SOURCES OF SERVICE INFORMATION

Boeing service bulletin	Revision level	Date	Title
767–54–0052	Original	June 11, 1992	Nacelles/Pylons—Strut—Aft Lower Spar—Fastener Corrosion—Inspection and Replacement.
767–54–0061	2	November 23, 1999	Nacelles/Pylons—Wing-to-Strut Attach Fittings—Lower Spar Bushing Inspection and Replacement.
767–54–0069	2	August 31, 2000	Nacelles/Pylons—Midspar Fitting—Underwing Sideload Fitting—Fuse Pin Replacement and Wing Rework.
767–54–0072	Original	March 13, 1997	Nacelles/Pylons—Strut Attach Upper Link—Upper Link Inspection, Rework or Replacement.
767–54–0074	Original	March 27, 1997	Nacelles/Pylons—Strut Attach Fuse Pins—Upper link Fuse Pin Inspection/Replacement. Where this service bulletin refers to a cotter pin with part number (P/N) MS25665–374, the P/N should be MS24665–374. Where this service bulletin says, "If no crack indication is found, reinstall the fuse pin,"the correct statement is "If no crack indication is found, continue to Step F."
767–54–0080	1	May 9, 2002	Nacelles/Pylons—Pratt and Whitney Powered Airplanes—Nacelle Strut and Wing Structure Modification.
767–54–0081	1	February 7, 2002	Nacelles/Pylons—General Electric Powered Airplanes—Nacelle Strut and Wing Structure Modification.
767–54A0062	5	November 11, 2002	Nacelles/Pylons—Strut Attach Fuse Pins—Midspar Fuse Pin Inspection and Replacement.
767–54A0094	2	February 7, 2002	Nacelles/Pylons—Strut-to-Wing Attachment—Diagonal Brace Inspection/Rework/Replacement.
767–57–0063	1	November 30, 2000	Wings—Side Load Underwing Fitting—Inspection/Rework.

Note 3: Certain service bulletins referenced in Table 4 of this AD are related to the ADs listed in Table 5 of this AD.

TABLE 5.—OTHER RELEVANT RULEMAKING

AD	Applicability	Related Boeing service bulletin	AD requirement
AD 94–11–02, amendment 39–8918, (59 FR 27229, May 26, 1994).	All Boeing Model 767 series airplanes.	767–54A0062	Repetitive detailed visual and eddy current inspections to detect cracks of certain midspar fuse pins, and replacement of any cracked midspar fuse pin with a new fuse pin.
AD 99–07–06, amendment 39–11091 (64 FR 14578, March 26, 1999).	Certain Boeing Model 767 series airplanes.	767–54A0094	Repetitive inspections to detect cracking or damage of the forward and aft lugs of the diagonal brace of the nacelle strut; follow-on actions, if necessary; and an optional terminating action for the repetitive inspections. Superseded by AD 2000–07–05.

AD	Applicability	Related Boeing service bulletin	AD requirement
AD 2000–07–05, amendment 39–11659 (65 FR 18883, April 10, 2000).	Certain Boeing Model 767 series airplanes.	767–54A0094	Requires the previously optional terminating action of AD 99–07–06.
AD 2000–10–51, amendment 39–11770 (65 FR 37011, June 13, 2000).	Certain Boeing Model 767 series airplances.	767–54–0074	One-time inspection to determine whether certain bolts are installed in the side load underwing fittings on both struts, and various follow-on actions, if necessary.
AD 2001–02–07, amendment 39–12091 (66 FR 8085, January 29, 2001).	Certain Boeing Model 767 series airplanes powered by Pratt & Whitney engines.	767–54–0069, 767–54–0080, and 767–54–0094.	Modification of the nacelle strut and wing structure. Terminates certain requirements of AD 94–11–02.
AD 2001–06–12, amendment 39–12159 (66 FR 17492, April 2, 2001).	Certain Boeing Model 767 series airplanes powered by General Electric engines.	767–54–0069, 767–54–0081, and 767–54–0094.	Modification of the nacelle strut and wing structure. Terminates certain requirements of AD 94–11–02.
AD 2003–03–02, amendment 39–13026 (68 FR 4374, January 29, 2003).	All Boeing Model 767 series airplanes.	767–54A0062	Supersedes AD 94–11–02; Retains all requirements but reduces certain compliance times for certain inspections, expands the detailed and eddy current inspections, and limits the applicability.

Alternative Methods of Compliance (AMOCs)

(q)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) AMOCs approved previously according to AD 2004-09-14, amendment 39-13603, are approved as AMOCs for the corresponding requirements of this AD.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

(4) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(r) You must use the service information identified in Table 6 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 6.—MATERIAL INCORPORATED BY REFERENCE

Service bulletin	Revision level	Date
Boeing Service Bulletin 767–54A0101	1	February 3, 2000.
Boeing Service Bulletin 767–54A0101	3	September 5, 2002.
Boeing Alert Service Bulletin 767–54A0101	4	February 10, 2005.

(1) The Director of the Federal Register approved the incorporation by reference of Boeing Alert Service Bulletin 767-54A0101, Revision 4, dated February 10, 2005, in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) On June 9, 2004 (69 FR 24947, May 5, 2004), the Director of the Federal Register approved the incorporation by of Boeing Service Bulletin 767-54A0101, Revision 3, dated September 5, 2002.

(3) On May 15, 2001 (66 FR 18523, April 10, 2001), the Director of the Federal Register approved the incorporation by reference of Boeing Service Bulletin 767-54A0101, Revision 1, dated February 3, 2000.

(4) Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 13, 2005.

Kalene C. Yanamura,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-24 Boeing: Amendment 39-14289. Docket 2002-NM-66-AD. Supersedes AD 97-05-08, Amendment 39-9952.

Applicability

All Model 727 series airplanes, certificated in any category.

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (t)(1) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance

Required as indicated, unless accomplished previously.

To prevent fatigue cracking of the forward support fitting of the number 1 and number 3 engines, which could result in failure of the support fitting and consequent separation of the engine from the airplane, accomplish the following:

Restatement of Requirements of AD 97-05-08

Inspections

(a) Within 100 days or 600 flight cycles after March 18, 1997 (the effective date of AD 97-05-08, amendment 39-9952), whichever occurs first, accomplish paragraphs (a)(1), (a)(2), and (a)(3) of this AD, in accordance with Boeing Service Bulletin 727-54A0010, Revision 4, dated January 30, 1997.

(1) Perform a visual inspection to detect cracks of the upper and lower flanges, and the vertical web of the forward support fitting of the number 1 and number 3 engines, in accordance with Part 1–Pre-Modification Inspections of the Accomplishment Instructions of the service bulletin.

(2) Perform a high frequency eddy current (HFEC) inspection to detect cracks of the forward flange of the support fitting adjacent to the collars of two fasteners of the number 1 and number 3 engines, in accordance with Part 1–Pre-Modification Inspections of the Accomplishment Instructions of the service bulletin.

(3) Perform a detailed inspection to detect cracks of the upper and lower flanges adjacent to six fasteners of the fitting of the number 1 and number 3 engines, in accordance with Part 1–Pre-Modification Inspections of the Accomplishment Instructions of the service bulletin.

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

(b) If no crack is detected during the inspections required by paragraph (a) of this AD, repeat those inspections thereafter at intervals not to exceed 100 days or 600 flight cycles, whichever occurs first, until the initial inspections required by paragraph (d) of this AD have been accomplished.

(c) If any crack is detected during any inspection required by paragraph (a) of this AD, prior to further flight, repair the forward support fitting in accordance with a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA.

New Requirements of This AD

Note 3: Where there are differences between the service bulletin and this AD, this AD prevails.

Inspections: All Airplanes

(d) For all airplanes: Within 600 flight cycles or 100 days after the effective date of this AD, whichever occurs first, inspect the forward support fitting of the number 1 and number 3 engines, as specified in paragraphs (d)(1), (d)(2), (d)(3), (d)(4), and (d)(5) of this AD, in accordance with Part I of the Accomplishment Instructions of Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001. Accomplishment of these initial inspections terminates the inspection requirements of paragraphs (a) and (b) of this AD.

(1) Perform a general visual inspection to detect corrosion and cracking of the fittings in areas inboard of the side of the body, in accordance with Figure 1 of the service bulletin. If any corrosion is found, before further flight, remove the corrosion by accomplishing all of the actions in and in accordance with Figure 5 of the service bulletin, and then perform a general visual inspection to detect cracking of the area, in accordance with the service bulletin.

Note 4: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(2) Perform an HFEC inspection to detect cracking of the upper and lower horizontal flanges and post tangs of the fittings from inside the airplane, in accordance with Figure 1 of the service bulletin.

(3) Perform a general visual inspection to detect cracking and corrosion of the fittings in areas outboard of the side of the body, in accordance with Figure 1 of the service bulletin. If any corrosion is found, before further flight, remove the corrosion by accomplishing all of the actions in and in

accordance with Figure 5 of the service bulletin, and perform a general visual inspection to detect cracking of the area, in accordance with the service bulletin.

(4) Perform a detailed inspection to detect cracking and corrosion of the web in areas outboard of the side of the body, in accordance with Figure 1 of the service bulletin. If any corrosion is found, before further flight, remove the corrosion in accordance with Figure 5 of the service bulletin, and perform thickness measurements and detailed and HFEC inspections of the vertical web inboard and outboard of the side of the body to detect corrosion and cracking, in accordance with Figure 2 of the service bulletin. If the web thickness is less than 0.130 inch, do paragraph (i) of this AD.

(5) Perform detailed and HFEC inspections to detect cracking of the upper and lower horizontal flanges at the side of the body, in accordance with Figure 1 of the service bulletin.

Additional Inspections: Group 2 Airplanes

(e) For Group 2 airplanes, as identified in Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001: Within 600 flight cycles or 100 days after the effective date of this AD, whichever occurs first, inspect the forward support fitting of the number 1 and number 3 engines at the firewall to detect cracking, as specified in paragraphs (e)(1), (e)(2), (e)(3), and (e)(4) of this AD, in accordance with Part I of the Accomplishment Instructions of the service bulletin.

(1) Perform a detailed inspection to detect cracking of the aft side of the upper horizontal flange, in accordance with Figure 1 of the service bulletin.

(2) Perform a low frequency eddy current (LFEC) or an open hole HFEC inspection to detect cracking of the aft side of the upper horizontal flange, in accordance with Figure 1 of the service bulletin.

(3) Perform a detailed inspection to detect cracking of the aft side of the lower horizontal flange, in accordance with Figure 1 of the service bulletin.

(4) Perform an HFEC inspection to detect cracking of the aft side of the lower horizontal flange, in accordance with Figure 1 of the service bulletin.

No Cracking Found: Follow-on Inspections, All Airplanes

(f) For all airplanes: If no cracking is found during any inspection required by paragraph (d) of this AD, repeat the applicable inspections within the applicable intervals specified in paragraph 1.E., Table 1, of Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001, until the modification required by paragraph (j) of this AD has been done.

No Cracking Found: Additional Follow-on Inspections, Group 2 Airplanes

(g) For Group 2 airplanes only: If no cracking is found during the inspections required by paragraph (e) of this AD, repeat the inspections on the upper and lower outboard flange at the firewall within the applicable intervals specified in paragraph 1.E., Table 1, of Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001.

(1) Repeat the inspections of the upper outboard flange at the firewall until the modification required by paragraph (j) of this AD has been done.

(2) Repeat the inspections of the lower outboard flange at the firewall indefinitely. There is no terminating action for the inspections of this area.

Note 5: Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001, does not provide instructions for modifying the fastener holes of the lower outboard flange at the firewall.

Cracking Found: Any Airplane

(h) For any airplane: If any crack is found during any inspection required by paragraph (d), (e), (f), or (g) of this AD, before further flight, do the actions specified in either paragraph (h)(1) or (h)(2) of this AD.

(1) Replace or repair the fitting in accordance with a method approved by the Manager, Seattle ACO; or according to data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing Delegation Option Authorization (DOA) Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD; or

(2) Do the modification specified in paragraph (j) of this AD.

Web Thickness Less Than 0.130 Inch: Any Airplane

(i) For any airplane: If the web thickness measured during accomplishment of paragraph (d)(4) of this AD is less than 0.130 inch, before further flight, replace or repair the fitting in accordance with a method approved by the Manager, Seattle ACO; or according to data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Modification

(j) Except as required by paragraphs (h), (i), and (q) of this AD: Within 3,000 flight cycles or 24 months after the effective date of this AD, whichever occurs first, modify the fastener holes, in accordance with Part II of the Accomplishment Instructions of Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001. Accomplishment of the modification terminates the repetitive inspections required by paragraphs (f) and (g)(1) of this AD.

Modification in Accordance With Prior Service Bulletin Revision

(k) For airplanes modified before the effective date of this AD in accordance with Boeing Service Bulletin 727-54A0010, Revision 4, dated January 30, 1997: Paragraph (j) of this AD requires accomplishment of additional procedures in accordance with Revision 6 of the service bulletin. To the extent that certain modification procedures were performed in accordance with Revision 4, those actions do not need to be repeated when performing the modification required in paragraph (j) of this AD.

(l) A modification done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 727-54A0010, Revision 5, dated February 15, 2001, is acceptable for compliance with the requirements of paragraph (j) of this AD.

Post-Modification Inspections

(m) Inspect as specified in paragraphs (m)(1), (m)(2), and (n) of this AD, as applicable, to detect cracking and corrosion, in accordance with Part III of the Accomplishment Instructions of Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001. Inspections done before the effective date of this AD in accordance with Part III of Boeing Alert Service Bulletin 727-54A0010,

Revision 5, dated February 15, 2001, are acceptable for compliance with the corresponding inspection requirements of this paragraph.

(1) For all airplanes: Do an open hole HFEC inspection of the fastener holes in the forward support fitting of the number 1 and number 3 engines, at the locations shown in Figure 4 of the service bulletin.

(2) For Group 2 airplanes: Do an open hole HFEC inspection of the fastener holes in the forward support fitting of the number 1 and number 3 engines, at the locations shown in Figure 4 of the service bulletin.

(n) Perform the inspections specified in paragraph (m) of this AD at the later of the times specified in paragraphs (n)(1) and (n)(2) of this AD.

(1) Within 3,000 flight cycles or 24 months, whichever occurs first, after accomplishment of the modification required by paragraph (j) of this AD.

(2) Within 600 flight cycles or 100 days, whichever occurs first, after the effective date of this AD.

Follow-On/Corrective Actions

(o) If no cracking is found during any inspection required by paragraph (m) of this AD: Repeat the inspections specified in paragraph (m) of this AD thereafter within the applicable intervals specified in paragraph 1.E., Table 1, of Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001. Accomplishment of the modification specified in paragraph (j) of this AD does not terminate the requirement to repetitively perform the post-modification inspections specified in Part III of the service bulletin.

(p) If any cracking is detected during any inspection required by paragraph (m) of this AD: Before further flight, repair in accordance with Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001; except as required by paragraph (q) of this AD.

Exception to Corrective Actions

(q) Where Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001, specifies to contact Boeing for appropriate action: Before further flight, replace or repair the fitting in accordance with a method approved by the Manager, Seattle ACO; or according to data meeting the certification basis of the airplane approved by an Authorized Representative for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Reporting Not Required

(r) Boeing Service Bulletin 727-54A0010, Revision 6, dated August 23, 2001, recommends that operators report inspection results to the manufacturer; however, this AD does not contain this requirement.

Parts Installation

(s) As of the effective date of this AD, no person may install a forward support fitting on any airplane, unless it has been inspected and modified, as applicable, in accordance with the requirements of this AD.

Alternative Methods of Compliance

(t)(1) The Manager, Seattle ACO, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) AMOCs previously approved according to AD 97-05-08 are acceptable for compliance with the corresponding requirements of this AD.

(3) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing DOA Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Note 6: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the Seattle ACO.

Special Flight Permits

(u) Special flight permits may be issued according to sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

Incorporation by Reference

(v) Unless otherwise specified in this AD, the actions must be done in accordance with Boeing Service Bulletin 727-54A0010, Revision 4, dated January 30, 1997; and Boeing Service Bulletin 727-54A0010, Revision 6, including Appendix A, dated August 23, 2001; as applicable.

(1) The incorporation by reference of Boeing Service Bulletin 727-54A0010, Revision 6, including Appendix A, dated August 23, 2001, is approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51.

(2) The incorporation by reference of Boeing Service Bulletin 727-54A0010, Revision 4, dated January 30, 1997, was approved previously by the Director of the Federal Register as of March 18, 1997 (62 FR 9359, March 3, 1997).

(3) Copies may be obtained from Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Effective Date

(w) This amendment becomes effective on October 27, 2005.

Issued in Renton, Washington, on September 8, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18783 Filed 9-21-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-25 Boeing: Amendment 39-14290. Docket No. FAA-2005-20627; Directorate Identifier 2004-NM-39-AD.

Effective Date

(a) This AD becomes effective November 1, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category; as identified in Boeing Special Attention Service Bulletin 737-53-1230, dated June 13, 2002.

Unsafe Condition

(d) This AD was prompted by reports of cracks in the lower lobe fuselage skin of the affected airplanes. We are issuing this AD to detect and correct fatigue cracks of the countersunk rivet holes, which could result in cracks of the fuselage skin of the lower lobe, and consequent rapid depressurization of the cabin.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin Reference

(f) The term "special attention service bulletin," as used in this AD, means the Accomplishment Instructions of Boeing Special Attention Service Bulletin 737-53-1230, dated June 13, 2002.

Repetitive Inspections

(g) Before the airplane accumulates 20,000 total flight cycles, or within 4,500 flight cycles after the effective date of this AD, whichever occurs later: Do the inspection in paragraph (g)(1) of this

AD; or, for airplanes with an external repair doubler installed at body station (BS) 390, do the inspection in paragraph (g)(2) of this AD in lieu of the inspection in paragraph (g)(1) of this AD for BS 390 only; inspections at all other body stations must be done in accordance with paragraph (g)(1) of this AD. Repeat the applicable inspection thereafter at intervals not to exceed 4,500 flight cycles.

(1) Do an eddy current inspection for cracks of the surface area around the satellite holes of the radio altimeter cutouts between BS 390 and BS 450. Do the inspection with the fasteners installed in accordance with the special attention service bulletin.

(2) For airplanes that have an external repair doubler installed at BS 390 only, in accordance with Boeing Service Bulletin 737-53-1117, Revision 1, dated April 6, 1989, do an eddy current inspection of the external doubler for cracks around the satellite holes of the radio altimeter cutout; and do an eddy current inspection for cracks of the fuselage skin along the aft edge of the doubler from S-28L to S-28R. Do the inspections with the fasteners installed in accordance with the procedures in Figure 1 of the special attention service bulletin.

Repair

(h) If any crack is found during any eddy current inspection required by this AD: Before further flight, repair the area by doing all applicable corrective and further investigative actions in accordance with the special attention service bulletin. Accomplishment of the repair terminates the repetitive inspection requirements of paragraph (g) of this AD for the repaired area. Where the special attention service bulletin specifies to contact Boeing for appropriate action; for instructions about how to repair certain conditions, including repairs at BS 390 "with doubler installed"; or where lack of specific repair instructions exist: Before further flight, repair using a method approved in accordance with paragraph (m) of this AD.

Additional Inspection and Repair for Certain Airplanes

(i) For any airplane in Group 1, 2, 3, 4, or 5 of the special attention service bulletin: Before or at the same time as the actions in paragraph (h) of this AD, inspect in accordance with Table 1 of this AD if both conditions in paragraphs (i)(1) and (i)(2) of this AD exist.

(1) A skin crack at the cutout at BS 390 was found during any inspection, including the inspections required by paragraphs (g), (h), and (j) of this AD.

(2) An external repair doubler has not been previously installed in accordance with Boeing Service Bulletin 737-53-1117, Revision 1, dated April 6, 1989.

TABLE 1.—SERVICE INFORMATION

Inspect in accordance with either—	
The Accomplishment Instructions of Boeing Service Bulletin 737–53– 1117, Revision 1, dated April 6, 1989—	**Figure 17 of the special attention service bulletin—**
A detailed inspection for cracks in the fuselage lower skin in the area of the electronics bay cooling duct cutout.	An eddy current inspection for cracks of the exhaust port duct cutout edge and the 6 fastener locations;
	An eddy current and open-hole probe inspection for cracks of the satellite holes; and
	A general visual inspection for corrosion of the area under the repair.

Corrective Actions

(j) If any crack at the equipment cooling duct cutout is found that is less than 3 inches in length during the inspection required by paragraph (i) of this AD: Before further flight, stop-drill the crack or cracks and install an external repair doubler in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-53-1117, Revision 1, dated April 6, 1989; or repair in accordance with Part III of the special attention service bulletin. If the special attention service bulletin specifies to contact Boeing for appropriate Action: Before further flight, repair using a method approved in accordance with paragraph (m) of this AD. Accomplishment of the repair terminates the repetitive inspection requirements of paragraph (g) of this AD for the repaired area.

(k) If any corrosion is found, or if any crack is found that is 3 inches in length or greater during the inspection required by paragraph (i) of this AD: Before further flight, repair using a method approved in accordance with paragraph (m) of this AD.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Optional Terminating Action

(l) Installing preventive modification doublers in accordance with the special attention service bulletin, including the additional eddy current inspection with the fasteners removed (with no crack finding), terminates the repetitive inspection requirements of paragraph (g) of this AD. Where Figure 2 of the special attention service bulletin specifies to "eddy current countersink inspect and open hole probe inspect the 16 satellite holes," and the airplane has an external repair doubler installed in accordance with the Accomplishment Instructions of Boeing Service Bulletin 737-53-1117, Revision 1, dated April 6, 1989; that inspection is not required by this AD. If any crack is found during the eddy current inspection specified by this paragraph: Before further flight, discontinue the preventive modification and do the applicable actions in paragraph (h) of this AD.

Alternative Methods of Compliance

(m)(1) In accordance with 14 CFR 39.19, the Manager, Seattle Aircraft Certification Office (ACO), is authorized to approve alternative methods of compliance (AMOCs) for this AD.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings.

(3) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(n) You must use Boeing Service Bulletin 737-53-1117, Revision 1, dated April 6, 1989; and Boeing Special Attention Service Bulletin 737-53-1230, dated June 13, 2002; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 15, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18911 Filed 9-26-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BAE SYSTEMS (OPERATIONS) LIMITED
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-26 BAE Systems (Operations) Limited (Formerly British Aerospace Regional Aircraft): Amendment 39-14291. Docket No. FAA-2005-22482; Directorate Identifier 2003-NM-009-AD.

Effective Date

(a) This AD becomes effective October 12, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all BAE Systems (Operations) Limited Model ATP airplanes and Model HS 748 series 2A and series 2B airplanes, certificated in any category.

Unsafe Condition

(d) This AD results from a fire in the dry area of the wing due to severe chafe damage between an electrical cable and the fuel cross feed drain pipe. We are issuing this AD to prevent chafe damage of the electrical cable and fuel cross feed drain pipe that could lead to fuel leakage from the drain pipe and an ignition source from the electrical cable, which could result in a fire in the dry area of the airplane wing.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Detailed Inspections

(f) Within 48 hours after the effective date of this AD, do the actions specified in paragraphs (f)(1), (f)(2), and (f)(3) of this AD, in accordance with the Accomplishment Instructions of BAE Systems (Operations) Limited Alert Service Bulletin ATP-A28-021, Revision 1, dated September 26, 2002 (for Model ATP airplanes); or BAE Systems (Operations) Limited Alert Service Bulletin HS748-A28-44, dated September 26, 2002 (for Model HS 748 airplanes); as applicable.

(1) Do a detailed inspection of the cross feed drain pipe of the left and right wings between the fuel drain valve and the cross feed pipe for chafe damage. Before further flight, do any corrective action if applicable.

(2) Do a detailed inspection of the electrical cable between the terminal block and fuel boost pump of the left and right wings for chafe damage. Before further flight, do any corrective action if applicable.

(3) Do an inspection to determine the clearance between the cable loom and the cross feed drain pipe on the left and right wings. Before further flight, do any corrective action if applicable.

No Reporting Requirement

(g) Although the service bulletin referenced in this AD specifies to submit certain information to the manufacturer, this AD does not include that requirement.

Special Flight Permit

(h) Prohibited.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, International Branch, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(j) British airworthiness directives 001-09-2002 and 002-09-2002 also address the subject of this AD.

Material Incorporated by Reference

(k) You must use BAE Systems (Operations) Limited Alert Service Bulletin ATP-A28-021, Revision 1, dated September 26, 2002; or BAE Systems (Operations) Limited Alert Service Bulletin HS748-A28-44, dated September 26, 2002; as applicable, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact British Aerospace Regional Aircraft American Support, 13850 Mclearen Road, Herndon, Virginia 20171, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at http://dms.dot.gov; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 15, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-19-27 Airbus: Amendment 39-14292. Docket No. FAA-2005-22483; Directorate Identifier 2004-NM-236-AD.

Effective Date

(a) This AD becomes effective October 12, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-201, -202, -203, -223, and -243 airplanes, certificated in any category; equipped with fuel jettison valve part number (P/N) HTE900169.

Unsafe Condition

(d) This AD results from reports of fuel leaks in the fuel jettison system located on the wings. We are issuing this AD to prevent fuel leaks from the fuel jettison outlets, which could result in fuel vapors coming into contact with ignition sources, and consequent fire or explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin Reference

(f) For the purposes of this AD the term "service bulletin" means the Accomplishment Instructions of Airbus Service Bulletin A330-57-3078, Revision 01, dated August 4, 2004.

Note 1: The service bulletin refers to FR-HiTemp Service Bulletin HTE900169-28-1, Revision 1, dated November 8, 2004, as an additional source of service information for doing a visual inspection of the mounting flange of the jettison valve.

Inspection to Determine Serial Number and Flight Cycles

(g) Within 40 months after the effective date of this AD, do the actions in paragraphs (g)(1) and (g)(2) of this AD in accordance with the service bulletin.

(1) Inspect the fuel jettison valves, P/N HTE900169, to determine whether any of the following serial numbers are installed: FR092BC to FR099BC inclusive, FR001BD to FR030BD inclusive, FR031BE to FR058BE inclusive, and M151VB292. A review of airplane maintenance records is acceptable in lieu of this inspection if information can be conclusively determined from that review. If any affected serial number is installed: Before further flight, remove the jettison valve and do the modification in paragraph (i) of this AD.

(2) Review airplane records to determine the number of flight cycles accumulated on the fuel jettison valves since first installation on the airplane. If any jettison valve has accumulated 5,200 total flight cycles or more, or if the number of flight cycles cannot be determined: Before further flight, remove the jettison valve and do the modification in paragraph (i) of this AD.

Detailed and Eddy Current Inspections for Cracks of the Mounting Flange

(h) Within 40 months after the effective date of this AD, for any jettison valve that was not removed in accordance with paragraph (g) of this AD, do a detailed inspection for cracks of the mounting flange of the jettison valve in accordance with the service bulletin.

(1) If no crack is found during the detailed inspection: Before further flight, do an eddy current inspection for cracks of the mounting flange of the jettison valve in accordance with the service bulletin and, whether a crack is found or not, before further flight, do the modification required by paragraph (i) of this AD. If no crack is found during the eddy current inspection, the inspected jettison valve may be reinstalled during the modification required by paragraph (i) of this AD.

(2) If any crack is found during the detailed inspection: Before further flight, do the modification in paragraph (i) of this AD and do not reinstall the jettison valve.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Modification

(i) At the applicable time specified in paragraph (g) or (h) of this AD: Modify the diameters of the six attachment holes in the wing bottom skin panel, and install a new fuel jettison valve, or reinstall a previously installed fuel jettison valve that has been inspected and found to have no crack in accordance with paragraph (h) of this AD. Do all actions in accordance with the service bulletin.

Parts Installation

(j) As of the effective date of this AD, no person may install, on any airplane, a fuel jettison valve, P/N HTE900169, unless it has been inspected and had corrective actions done in accordance with paragraphs (g) and (h) of this AD.

Alternative Methods of Compliance (AMOCs)

(k)(1) The Manager, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(l) French airworthiness directive F-2004-127, dated August 4, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(m) You must use Airbus Service Bulletin A330-57-3078, Revision 01, dated August 4, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 15, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-18910 Filed 9-26-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-20-01 Boeing: Amendment 39-14294. Docket No. FAA-2005-20356; Directorate Identifier 2004-NM-115-AD.

Effective Date

(a) This AD becomes effective November 1, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, certificated in any category.

Unsafe Condition

(d) This AD was prompted by cracks in the stiffeners at left buttock line (LBL) and right buttock line (RBL) 6.15 on the rear spar of the wing center section. We are issuing this AD to detect and correct cracks in the stiffeners at LBL and RBL 6.15, which could result in damage to the keel beam structure and consequently reduce the capability of the airplane to sustain flight loads.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin Reference

(f) The term "service bulletin," as used in this AD, means the Accomplishment Instructions of Boeing Alert Service Bulletin 737-57A1269, Revision 1, dated September 16, 2004.

Initial and Repetitive Inspections

(g) Before accumulating 15,000 total flight cycles, or within 180 days after the effective date of this AD, whichever occurs later: Do a detailed inspection of the stiffeners at LBL and RBL 6.15 for cracks, in accordance with Part I of the service bulletin. Thereafter at intervals not to exceed 4,500

flight cycles, repeat the detailed inspection until the stiffeners at LBL and RBL 6.15 have been replaced with new, improved stiffeners, in accordance with paragraph (h) or (i) of this AD.

Note 1: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Replacement of Cracked Stiffeners

(h) If any crack is found during any inspection required by this AD, before further flight, replace both stiffeners with new, improved stiffeners by doing all of the applicable actions in Part IV through Part IX, as applicable, of the service bulletin; except where the service bulletin specifies to contact Boeing for appropriate action: Before further flight, repair using a method approved in accordance with the procedures specified in paragraph (l) of this AD. Accomplishing the replacement terminates the repetitive inspections required by paragraph (g) of this AD.

Optional Terminating Action

(i) Replacement of both stiffeners at LBL and RBL 6.15 with new, improved stiffeners in accordance with paragraph (h) of this AD terminates the repetitive inspections required by this AD.

Credit for Previous Service Bulletin

(j) The actions done before the effective date of this AD in accordance with Boeing Alert Service Bulletin 737-57A1269, dated December 4, 2003, are acceptable for compliance with the corresponding actions required by this AD.

Credit for Previous Inspections

(k) Inspections done before the effective date of this AD in accordance with Boeing All Operator Telex M-7200-01-00426, dated February 19, 2001, are acceptable for compliance with the requirements of paragraph (g) of this AD.

Alternative Methods of Compliance (AMOCs)

(l)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for any repair required by this AD, if it is approved by an Authorized Representative for the Boeing Commercial Airplanes Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane, and the approval must specifically refer to this AD.

Material Incorporated by Reference

(m) You must use Boeing Alert Service Bulletin 737-57A1269, Revision 1, dated September 16, 2004, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of this document in

accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street, SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal-register/cfr/ibr-locations.html*.

Issued in Renton, Washington, on September 16, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-19144 Filed 9-26-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-20-02 Boeing: Amendment 39-14295. Docket No. FAA-2005-20785; Directorate Identifier 2005-M-002-AD.

Effective Date

(a) This AD becomes effective November 1, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Boeing Model 707-100 long body, -200, -100B long body, and -100B short body series airplanes; Model 707-300, -300B, -300C, and -400 series airplanes; and Model 720 and 720B series airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from fuel system reviews conducted by the manufacturer. We are issuing this AD to prevent dry operation of the fuel pumps in the center fuel tank, which could result in high temperatures or sparks inside the fuel tank, ignition of fuel vapors, and consequent fire or explosion. We are also issuing this AD to prohibit the resetting of a tripped circuit breaker for a fuel pump in any tank, which could allow an electrical fault to override the protective features of the circuit breaker, and result in sparks inside the fuel tank, ignition of fuel vapors, and consequent fire or explosion.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Airplane Flight Manual (AFM) Revisions

(f) Within 30 days after the effective date of this AD: Revise the Limitations section of the Boeing 707 AFM to include the following information. This may be done by inserting a copy of this AD into the AFM. Thereafter, operate the airplane in accordance with the limitations specified in these AFM revisions.

"Fuel Pumps

For ground and flight operations, a fuel pump circuit breaker which has tripped must not be reset.

Center Tank Fuel Pumps

Center tank fuel pumps must be `OFF' unless personnel are available in the flight deck to monitor low pressure lights.

Each center tank fuel pump switch must be positioned to `OFF' without delay when the respective center tank fuel pump low pressure light illuminates."

Note 1: When information identical to that in paragraph (f) of this AD has been included in the general revision of the AFM, the general revision may be inserted into the AFM, and the copy of this AD may be removed from the AFM.

Actions Accomplished Previously

(g) Incorporation of the information in Approval Reference Number 045151 of the Boeing Model 707 Airplane Flight Manual before the effective date of this AD is considered acceptable for compliance with the corresponding action specified in this AD.

Alternative Methods of Compliance (AMOCs)

(h)(1) The Manager, Seattle Aircraft Certification Office, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with 14 CFR 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

(3) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(i) None.

Issued in Renton, Washington, on September 16, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

[FR Doc. 05-19140 Filed 9-26-05; 8:45 am]

BILLING CODE 4910-13-P

BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-20-03 Boeing: Amendment 39-14296. Docket No. FAA-2005-18788; Directorate Identifier 2003-NM-203-AD.

Effective Date

(a) This AD becomes effective November 1, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Model 737-100, -200, -200C, -300, -400, and -500 series airplanes, as identified in Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003; certificated in any category.

Unsafe Condition

(d) This AD was prompted by reports of fatigue cracks on several Boeing Model 737-200 series airplanes. We are issuing this AD to detect and correct fatigue cracking of the intercostals on the forward and aft sides of the forward entry door, which could result in loss of the forward entry door and rapid decompression of the airplane.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Bulletin Definition

(f) The term "service bulletin," as used in this AD, means Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003.

Initial Compliance Time

(g) Before the accumulation of 15,000 total flight cycles, or within 4,500 flight cycles after the effective date of this AD, whichever occurs later: Do the inspections specified in paragraph (h) or (i) of this AD, as applicable.

Inspection for Passenger Configuration Airplanes

(h) For Group 1 passenger airplanes identified in the service bulletin: Perform a detailed inspection of the intercostal web, attachment clips, and stringer splice channels for cracks; and a high frequency eddy current inspection of the stringer splice channels, located forward and aft of the forward entry door, for cracks; per Parts 1 and 2 of the Work Instructions of the service bulletin.

Inspection for Cargo Configuration Airplanes

(i) For Group 2 cargo airplanes identified in the service bulletin: Perform a detailed inspection of the intercostal webs and attachment clips located forward of the forward entry door for cracks, per Part 3 of the Work Instructions of the service bulletin.

Repetitive Inspections

(j) If no crack is found during any inspection required by paragraph (h) or (i) of this AD, repeat the inspections in paragraph (h) or (i) of this AD at the applicable time specified in Table 1 of this AD, except as provided by paragraph (k) of this AD.

TABLE 1.—REPETITIVE INSPECTION INTERVAL

Airplane group number in Service Bulletin	For intercostal location—	Repeat inspections at intervals not to exceed—
Group 1	Stringer–16L (S–16L), from Body Stringer 348.2 to BS 360 (aft of door)	4,500 flight cycles.
Group 1	S–7L through S–15L, from BS 348.2 to BS 360 (aft of door)	25,000 flight cycles.
Group 1 and 2	S–7L through S–16L, from BS 294.5 to BS 303.9 (forward of door)	25,000 flight cycles.

Deferral of Certain Repetitive Inspections

(k) For intercostal webs at S-16L from BS 348.2 to BS 360: Installation of the repair as a preventative modification or corrective action per Part 1 of the Work Instructions of the service bulletin defers the repetitive inspections to intervals not to exceed 25,000 flight cycles. For Model 737-400 series airplanes, use 737-400 Structural Repair Manual (SRM) 53-10-04, Figure 201, instead of Figure 202.

Corrective Actions

(l) If any crack is found during any inspection required by paragraph (h) or (i) of this AD, perform the actions specified in paragraphs (l)(1) through (l)(3) of Table 2 of this AD, as applicable. Repeat the inspections at the applicable time specified in Table 1 of this AD, except as provided by paragraph (k) of this AD.

TABLE 2.—CORRECTIVE ACTIONS

During any inspection specified in—	If any crack is found in—	At intercostal location—	Before further flight—
(1) Part 1 of the Work Instructions of the service bulletin.	(i) The intercoastal web	S–16L, from BS 348.2 to BS 360 (aft of door).	Repair per Part 1 of the Work Instructions of the service bulletin, except the service bulletin specifies to contact Boeing for repair instructions, before further flight, do the repair specified in paragraph (m) of this AD. Use 737–400 SRM 53–10–04, Figure 201, instead of Figure 202, as applicable (see Note 1).
	(ii) An attachment clip or stringer splice channel.	S–16L, from BSDo 348.2 to BS 360 (aft of door).	Do the repair specified in paragraph (m) of this AD.
(2) Part 2 of the Work Instructions of the service bulletin.	An intercoastal web, attachment clip, or stringer splice channel.	S–7L through S–16L, from BS 294.5 to BS 303.9 (forward of door); and S–7L through S–15L, from BS 348.2 to BS 360 (aft of door).	Do the repair specified in paragraph (m) of this AD.
(3) Part 3 of the Work Instructions of the service bulletin.	An intercoastal web or attachment clip.	S–7L through S–16L, from BS 294.5 to BS 303.9 (forward of door).	Do the repair specified in paragraph (m) of this AD.

Note 1: The service bulletin specifies to repair any crack found at the S-16L intercostal (BS 348.2-360) on Boeing Model 737-400 series airplanes per 737-400 SRM 53-10-04, Figure 202. Figure 202 does not exist; the correct figure is 737-400 SRM 53-10-04, Figure 201.

Repair

(m) At the time specified in Table 2 of this AD, repair per a method approved by the Manager, Seattle Aircraft Certification Office (ACO), FAA; or per data meeting the type certification basis of the airplane approved an Authorized Representative for the Boeing Delegation Option Authorization Organization who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the repair must meet the certification basis of the airplane and the approval must specifically refer to this AD.

Alternative Methods of Compliance (AMOCs)

(n)(1) The Manager, Seattle ACO, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) An AMOC that provides an acceptable level of safety may be used for corrective actions per data meeting the type certification basis of the airplane approved by a Boeing DOA Organization AR who has been authorized by the Manager, Seattle ACO, to make those findings. For a repair method to be approved, the approval must specifically reference this AD.

Material Incorporated by Reference

(o) You must use Boeing Special Attention Service Bulletin 737-53-1204, dated June 19, 2003, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approves the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. To get copies of the service information, contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207. To view the AD docket, go to the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC. To review copies of the service information, go to the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 16, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-19143 Filed 9-26-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

BOEING
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

CORRECTION: The effective date is **incorrect** on Federal Register's (FR) page 56823, September 29, 2005, for AD 2005-20-05. The effective date should be "November 3, 2005." The Government Printing Office will issue a correction to the FR. We have corrected this copy.

2005-20-05 Boeing: Amendment 39-14298. Docket No. FAA-2005-21170; Directorate Identifier 2002-NM-124-AD.

Effective Date

(a) This AD becomes effective November 3, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Boeing Model 767-200 and 767-300 series airplanes equipped with center overhead stowage bin modules, certificated in any category; as identified in Boeing Special Attention Service Bulletin 767-25-0320, dated April 11, 2002.

Unsafe Condition

(d) This AD results from tests conducted by the airplane manufacturer. We are issuing this AD to prevent failure of the attachment of the 9.0g (gravitational acceleration) tie rods to the center overhead stowage bin modules. This failure could result in collapse of those stowage bin modules, and consequent injury to passengers and crew and interference with their ability to evacuate the airplane in an emergency.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Inspection to Determine I-beam Part Number (P/N)

(f) Within 36 months after the effective date of this AD: Perform a general visual inspection of the center overhead stowage bin modules to determine the P/N of each I-beam and to determine the configuration of each center overhead stowage bin module. Do the inspection in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-25-0320, dated April 11, 2002.

Note 1: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(g) For any I-beam found having P/N 412T2040-29 during the inspection required by paragraph (f) of this AD: No further action is required by this AD for that I-beam only.

Support Strap Installation

(h) For any I-beam found having a P/N other than P/N 412T2040-29 during the inspection required by paragraph (f) of this AD: Before further flight, do the actions in paragraph (h)(1) or (h)(2) of this AD, as applicable, in accordance with the Accomplishment Instructions of Boeing Special Attention Service Bulletin 767-25-0320, dated April 11, 2002.

(1) If the forward-most stowage bin module was inspected: Before further flight, install support straps having P/N 412T2043-101 and 412T2043-102 on the center overhead stowage bin module, in accordance with Figures 3, 4, and 5 of the Accomplishment Instructions of the service bulletin.

(2) If the stowage bin module inspected was other than the forward-most stowage bin module: Before further flight, do the actions specified in paragraph (h)(2)(i) or (h)(2)(ii) of this AD, as applicable.

(i) For center overhead stowage bin modules having "Configuration A," as specified in the service bulletin: Before further flight, do the actions specified in paragraph (h)(1) of this AD.

(ii) For center overhead stowage bin modules having a configuration other than "Configuration A," as specified in the service bulletin: Before further flight, install two support straps having P/N 412T2043-119 on the center overhead stowage bin module, in accordance with Figures 3, 4, and 6 of the Accomplishment Instructions of the service bulletin.

Alternative Methods of Compliance (AMOCs)

(i)(1) The Manager, Seattle Aircraft Certification Office (ACO), FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Material Incorporated by Reference

(j) You must use Boeing Special Attention Service Bulletin 767-25-0320, dated April 11, 2002, to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director

of the Federal Register approved the incorporation by reference of this document in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Boeing Commercial Airplanes, P.O. Box 3707, Seattle, Washington 98124-2207, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 12, 2005.
Kalene C. Yanamura,
Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.
[FR Doc. 05-19227 Filed 9-28-05; 8:45 am]
BILLING CODE 4910-13-P

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-20-06 Airbus: Amendment 39-14299. Docket No. FAA-2005-20796; Directorate Identifier 2004-NM-160-AD.

Effective Date

(a) This AD becomes effective November 3, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to all Airbus Model A300 B2-1A, B2-1C, B2K-3C, and B2-203 and A300 B4-2C, B4-103, and B4-203 airplanes; Model A300 B4-601, B4-603, B4-620, and B4-622, A300 B4-605R and B4-622R, A300 F4-605R and F4-622R, and A300 C4-605R Variant F airplanes; and Model A310-203, -204, -221, and -222 and -304, -322, -324, and -325 airplanes; certificated in any category.

Unsafe Condition

(d) This AD was prompted by a report of temporary loss of six cathode ray tube (CRT) flight displays and the integral lighting of the standby horizon indicator in the cockpit during takeoff, due to failure of the normal electrical power circuit. That power circuit supplies power to both the CRTs and standby horizon indicator backlight. We are issuing this AD to prevent loss of the integral lighting due to failure of the normal electrical power circuit, which could result in inability of the pilot to read the backup attitude information during takeoff, and possible deviation from the intended flight path.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Required Service Information

(f) Unless otherwise specified in this AD, the term "service bulletin," as used in this AD, means the Accomplishment Instructions of the applicable service bulletin identified in Table 1 of this AD. Airbus Service Bulletins A300-33-0126, A300-33-6049, and A310-33-2047 specify to submit certain information to the manufacturer, but this AD does not include that requirement.

TABLE 1.—SERVICE BULLETINS

For Airbus Models—	Use Airbus Service Bulletin(s)—	Revision—	Dated—	And, for actions done before the effective date of this AD, credit is given for prior accomplishing of—
A300 B2 and A300 B4 series	A300–31–0077 (Airbus Modification 12513).	01	January 28, 2005	Original, dated March 2, 2004.
	A300–33–0126	Original	April 5, 2004	N/A.
A300 B4–600; A300 B4–600R and F4–600R series; and A300 C4–605R Variant F airplanes.	A300–31–6105 (Airbus Modifications 12513 and 12730).	03	December 20, 2004.	Revision 02, dated May 27, 2003.
	A300–33–6049	02	April 25, 2005	Original, dated April 5, 2004; Revision 01, dated May 28, 2004.
A310 series	A310–31–2120 (Airbus Modification 12513).	03	June 22, 2005	Original, dated November 19, 2002; Revision 01, dated May 27, 2003; Revision 02, dated
	A310–33–2047	Original	April 5, 2004	N/A.

Modification

(g) For airplanes on which Airbus Modifications 12513 and 12730 have not been accomplished: Within 18 months after the effective date of this AD, modify the electrical power supply logic of the integral lighting for the standby horizon indicator in the cockpit in accordance with the service bulletin.

Repetitive Operational Tests

(h) For all airplanes: Within 700 flight hours after accomplishing the modification required by paragraph (g) of this AD, or within 700 flight hours after the effective date of this AD, whichever is later, accomplish the operational test of the integral lighting logic system in accordance with the service bulletin. Repeat the test thereafter at intervals not to exceed 700 flight hours.

Corrective Action

(i) If any operational test required by paragraph (h) of this AD fails: Before further flight, accomplish any applicable repair per a method approved by either the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate; or the Direction Générale de l'Aviation Civile (DGAC) (or its delegated agent). Airbus A300-600 and A310 Trouble Shooting Manuals; Airbus A300-600 and A310 Aircraft Wiring Manuals; and Airbus A300-600 and A310 Aircraft Maintenance Manuals, are approved methods for accomplishing the repair, as applicable. Except, in the case of a failed test in which standard maintenance practices do not solve the problem, a repair approved by the FAA or the DGAC is required.

Alternative Methods of Compliance (AMOCs)

(j) The Manager, International Branch, ANM-116, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

Related Information

(k) French airworthiness directive F-2004-098, dated July 7, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(l) You must use the applicable service bulletin identified in Table 2 of this AD to perform the actions that are required by this AD, unless the AD specifies otherwise.

TABLE 2.—SERVICE BULLETINS INCORPORATED BY REFERENCE

Airbus Service Bulletin—	Revision—	Dated—
A300–31–0077	01	January 28, 2005.
A300–31–6105	03	December 20, 2004.
A300–33–0126, excluding Appendix 01	Original	April 5, 2004.
A300–33–6049, excluding Appendix 01	02	April 25, 2005.
A310–31–2120	03	June 22, 2005.
A310–33–2047, excluding Appendix 01	Original	April 5, 2004.

The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., Room PL-401, Nassif Building, Washington, DC; on the internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 20, 2005.
Ali Bahrami,
Manager, Transport Airplane Directorate, Aircraft Certification Service.
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BILLING CODE 4910-13-U

BW 2005-20

AIRBUS
AIRWORTHINESS DIRECTIVE
LARGE AIRCRAFT

2005-20-08 Airbus: Amendment 39-14301. Docket No. FAA-2005-22540; Directorate Identifier 2004-NM-137-AD.

Effective Date

(a) This AD becomes effective October 14, 2005.

Affected ADs

(b) None.

Applicability

(c) This AD applies to Airbus Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes; and Model A340-211, -212, -213, -311, -312, and -313 airplanes; certificated in any category.

Unsafe Condition

(d) This AD results from a report that a p-pin, P/N 201275602, which connects the lower end of the main landing gear (MLG) retraction actuator to the main fitting, was found to be cracked when the MLG was removed for overhaul. The FAA is issuing this AD to prevent failure of the p-pin, which could result in degradation of the MLG structural integrity and possible hazardous landing.

Compliance

(e) You are responsible for having the actions required by this AD performed within the compliance times specified, unless the actions have already been done.

Service Information Reference

(f) For the purposes of this AD, the term "AOT" (All Operators Telex) means the AOT identified in paragraph (f)(1) or (f)(2) of this AD, as applicable.

(1) For Model A330-201, -202, -203, -223, -243, -301, -321, -322, -323, -341, -342, and -343 airplanes: AOT A330-32A3181, dated May 27, 2004.

(2) For Model A340-211, -212, -213, -311, -312, and -313 airplanes: AOT A340-32A4224, dated May 27, 2004.

Note 1: The AOTs refer to Messier-Dowty Service bulletin A33/34-32-229, Revision 1, including Appendixes A and B, dated June 4, 2004, as an additional source of service information for inspecting the p-pins and for replacing them with a new pin having the same P/N or a new pin having a new P/N.

Inspection To Determine Part Number

(g) Within 100 flight cycles or 3 months after the effective date of this AD, whichever occurs earlier: Inspect the p-pins of the retraction actuator of the MLG to determine whether part number (P/N) 201275602 is installed. Do the inspection in accordance with the applicable AOT. A review of airplane maintenance records is acceptable in lieu of this inspection if the P/N of the p-pin can be conclusively determined from that review. If a p-pin with a part number that is different than P/N 201275602 is installed, or if any P/N 201275602 p-pin has a batch number or serial number identified in Appendix A of Messier-Dowty Service Bulletin A33/34-32-229, Revision 1, dated June 4, 2004, no further action is required by this AD, except as provided by paragraph (l) of this AD.

Inspection for Cracking and Grease Hole Position

(h) If the inspection required by paragraph (g) of this AD shows that an affected P/N 201275602 is installed, before further flight after determining the P/N in accordance with paragraph (g) of this AD: Do a detailed inspection for cracking of the p-pin and position of the grease holes, in accordance with the applicable AOT. If any incorrect grease hole position is found or if any crack is found, do the applicable actions in paragraphs (i) and (j) of this AD at the times specified in those paragraphs. If all grease hole positions are correct and no cracking is found, no further action is required by this paragraph.

Note 2: For the purposes of this AD, a detailed inspection is: "An intensive examination of a specific item, installation, or assembly to detect damage, failure, or irregularity. Available lighting is normally supplemented with a direct source of good lighting at an intensity deemed appropriate. Inspection aids such as mirror, magnifying lenses, etc., may be necessary. Surface cleaning and elaborate procedures may be required."

Related Investigative and Corrective Actions

(i) If the inspection required by paragraph (h) of this AD shows that a p-pin has any incorrect grease hole position, but no cracking: Do the actions in paragraph (i)(1) and (i)(2) of this AD. Do all actions in accordance with the applicable AOT.

(1) Within 24 hours after the inspection required by paragraph (h) of this AD: Do a general visual inspection of the p-pin for pin migration, in accordance with the applicable AOT. Repeat the inspection at intervals not to exceed 24 hours until the replacement required by paragraph (i)(2) or (j) of this AD is accomplished.

(2) Except as required by paragraph (j) of this AD, within 800 flight hours after doing the inspection required by paragraph (h) of this AD: Replace the p-pin with a new p-pin of the same P/N 201275602 with correctly positioned grease holes, or with a new p-pin having new P/N 201478612, in accordance with the applicable AOT.

Note 3: For the purposes of this AD, a general visual inspection is: "A visual examination of an interior or exterior area, installation, or assembly to detect obvious damage, failure, or irregularity. This level of inspection is made from within touching distance unless otherwise specified. A mirror may be necessary to ensure visual access to all surfaces in the inspection area. This level of

inspection is made under normally available lighting conditions such as daylight, hangar lighting, flashlight, or droplight and may require removal or opening of access panels or doors. Stands, ladders, or platforms may be required to gain proximity to the area being checked."

(j) If any inspection required by paragraphs (h) and (i) of this AD shows a crack or pin migration, before further flight: Replace the p-pin with a new p-pin of the same P/N 201275602 with correctly positioned grease holes, or with a new p-pin having new P/N 201478612. Do all actions in accordance with the applicable AOT.

No Reporting Required

(k) Although the AOTs reference a reporting requirement in paragraph 4.3, "Material–Tooling," that reporting is not required by this AD.

Parts Installation

(l) As of the effective date of this AD, no person may install, on any airplane, a p-pin, P/N 201275602, unless it has been inspected and any applicable additional inspections corrective actions have been done in accordance with this AD.

Alternative Methods of Compliance (AMOCs)

(m)(1) The Manager, ANM-116, Transport Airplane Directorate, FAA, has the authority to approve AMOCs for this AD, if requested in accordance with the procedures found in 14 CFR 39.19.

(2) Before using any AMOC approved in accordance with § 39.19 on any airplane to which the AMOC applies, notify the appropriate principal inspector in the FAA Flight Standards Certificate Holding District Office.

Related Information

(n) French airworthiness directive F-2004-084, dated June 23, 2004, also addresses the subject of this AD.

Material Incorporated by Reference

(o) You must use Airbus All Operators Telex A330-32A3181, dated May 27, 2004; or Airbus All Operators Telex A340-32A4224, dated May 27, 2004; as applicable; to perform the actions that are required by this AD, unless the AD specifies otherwise. The Director of the Federal Register approved the incorporation by reference of these documents in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Contact Airbus, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France, for a copy of this service information. You may review copies at the Docket Management Facility, U.S. Department of Transportation, 400 Seventh Street SW., room PL-401, Nassif Building, Washington, DC; on the Internet at *http://dms.dot.gov*; or at the National Archives and Records Administration (NARA). For information on the availability of this material at the NARA, call (202) 741-6030, or go to *http://www.archives.gov/federal_register/code_of_federal_regulations/ibr_locations.html*.

Issued in Renton, Washington, on September 20, 2005.

Ali Bahrami,

Manager, Transport Airplane Directorate, Aircraft Certification Service.

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